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ANNUAL
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1949



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Port of



Sunderland

1949

ANNUAL REPORT

PRESENTED TO THE

P O R T H E A L T H A U T H O R I T Y

BY

A. S. HEBBLETHWAITE, M.C., M.B., Ch.B., D.P.H.

MEDICAL OFFICER OF HEALTH FOR THE PORT AND BOROUGH OF SUNDERLAND

Sunderland Port Health Authority

COMMITTEE :

The Right Worshipful the Mayor
Alderman J. Cohen, J.P., Chairman.

Alderman Miss E. E. Blacklock, Vice-Chairman.

Alderman J. Hoy, B.E.M., J.P.
,, E. Johnston, J.P.
,, W. Miller.
,, M. Walton.
Councillor C. F. Barrow, M.B.E.
,, Mrs. M. E. Burlinson.
,, Mrs. K. Cohen.
,, R. M. Colling.
,, D. G. Lawson.
,, Mrs. J. Ledger.
,, J. N. Lisle.

Councillor G. Potts.
,, T. L. Ridley, J.P.
,, P. F. Smith.
,, P. Spiers.
,, J. A. Thirkell.
,, J. Tweddle.
,, A. Watson.
,, R. T. Weston.
,, H. Wilkinson.
,, J. W. P. Wilkinson.
,, J. Young, J.P.

CO-OPTED MEMBERS :—

Alderman Mrs. J. Huggins, J.P.
Councillor J. W. Foster.
,, Miss L. Hill.
,, Dr. D. R. Cramb.
. Dr. A. J. Gilbertson.

OFFICERS :

G. S. McIntire, O.B.E., B.A., LL.B., Town Hall, Sunderland.

Medical Officer of Health :

A. S. Hebblethwaite, M.C., M.B., Ch.B., D.P.H.

Deputy Port Medical Officer of Health :

W. H. Suffield, L.R.C.P., L.R.C.S., (L.R.F.P. & S.), L.D.S., R.C.S.

Chief Port Sanitary Inspector :

C. C. Pickering, Cert., R.S.I., Cert., Meat and Other Food Inspector.

Assistant Inspector :

J. Martin, Cert., R.S.I.

Official Rat Catcher :

C. T. Cawthorne.

Clerk :

C. R. Hicks.

Meetings :—Monthly, on Wednesday in the second week preceding that in which the Council meets,
4-0 p.m.

Offices of Port Medical Officer of Health and Port Health Inspector : Corporation Quay, Sunderland.
Office Telephone No. : Sunderland 56178.

Sunderland Port Health Authority

ANNUAL REPORT OF THE Medical Officer of Health FOR THE Year ended December 31st, 1949

To the Mayor, Aldermen and Councillors of the County Borough of Sunderland acting as the Port Health Authority of the Port of Sunderland.

I hereby submit my Report of work performed in the Port during the year ended 31st December, 1949, which includes :—

1. The prevention of the importation of infectious disease.
2. The prevention of the importation of rat plague.
3. The carrying out of the terms of the International Sanitary Convention, 1926, particularly in regard to the granting of Deratination and Deratination "Exemption" Certificates.
4. The supervision of the hygiene of crew and passenger accommodation in ships.
5. The inspection of imported food.
6. Various other duties such as smoke abatement and the supervision of the general sanitary condition of the Port Health district.

Figures taken from the River Wear Commissioners' "Return of Trade" of the Port, 1949, show an increase upon 1948 of 209 vessels, and an increase of 113,870 register tons. The increase of coasting trade is 124,064 register tons. The increase of European trade is 12,896 register tons. The decrease of beyond-European trade is 23,090 register tons. The export of coal and coke for 1949 shows an increase of 154,526 tons, as compared with 1948, while there are also increases in the export of Pitch and Tar, Creosote Oil, Petroleum and Benzole. Imports show an increase in the following commodities :—Props, Chrome and Manganese Ores, Petroleum in Bulk, Cement and Sundries.

Changes which occurred in the Port Health Staff during the year were as follows :—
Appointment of Assistant Port Health Inspector, Mr. J. Martin, 16th May, 1949.

Boarding of Vessels from Foreign.

During the year under review, 98 vessels arriving direct from foreign were met immediately on arrival by officers of the Port Health Authority.

Medical examination of all persons on board was carried out on vessels arriving from African, Eastern European, Egyptian, Eastern Mediterranean, Russian, Suez Canal area, and Asiatic ports.

Vessels arriving from ports in areas other than those enumerated above were visited as soon as practicable during normal working hours.

Although scheduled to arrive from nearer Continental ports, it was considered advisable to meet, on arrival, those vessels which might have called, or had reason to be in the areas mentioned above.

Many of the Masters of vessels arriving only from ports within the "home trade" limits, rendered, although not requested to do so, a Declaration of Health ; no cases of infectious disease were notified upon these Declarations.

Water Boats.

The water boats carrying supplies of fresh water to vessels in the Docks and River have been regularly inspected and found to be maintained in good sanitary condition.

Two additional boats have arrived in the port, one owned privately, and the other in the ownership of the River Wear Commissioners, neither of which is being used at present for the supply of drinking water to vessels.

The boat which it is intended shall be employed for delivering fresh water to vessels lying in the River is owned by the person who is also owner of the boat now supplying ships with fresh water in this area of the port, and will have a capacity of approximately 40 tons.

The boat purchased by the River Wear Commissioners will have, after suitable alteration, a capacity of approximately 60 tons.

Work under Articles 19—21 (Deratification of Ships).

This has resulted in the issue of 18 Deratification and 89 "Exemption" Certificates, a total of 107 Certificates, this being the same number as was issued last year.

Financial payments to the Borough Treasurer as a result of work carried out in connection with examination of vessels, for the purpose of issuing these Certificates totalled £218 12s. 0d.

Deratification "Exemption" Certificates issued to new vessels built in the port totalled 32.

In some instances, suggestions made by the Officers of the Port Health Authority staff for the provision of rat-proofing to various compartments of the vessels were readily carried out by the builders, to whom thanks are due for this measure of co-operation.

One shipbuilding firm, engaged mainly in the construction of vessels for foreign owners, requested the Authority to supply them with a detailed list of suggested rat-proofing measures; the practical experience gained by your Officers in this branch of their duties resulted in suggestions being forwarded, which have been readily adopted by this particular firm, who expressed their appreciation and willingness to co-operate fully with the Port Health Authority officials in ensuring that suggestions made by them for efficient rat-proofing are carried out.

Certificates were issued to the owners or agents of vessels of the following foreign nationalities:—Denmark 8, Finland 1, Greece 1, Holland 7, Hong Kong (Colony) 1, Liberia 1, Norway 11, Panama 1, Portugal 4, Sweden 1, Venezuela (Dutch) 1.

Arrangements were made for the accommodation of 150 Asiatic seamen at the General Hospital on 13th August, 1949, while their vessel was being fumigated.

Accommodation was not available elsewhere, and I wish to record my thanks to those who assisted in providing suitable accommodation.

During the year, records were kept which showed that Deratification "Exemption" Certificates had been issued by other Authorities in respect of vessels, which, at the time of inspection for the issuing of these Certificates, were either partially or fully loaded.

Seaham Urban District Council.

During the year arrangements were completed with the Seaham Urban District Authority whereby Deratification Certificates after fumigation, and Deratification "Exemption" Certificates after examination, could be granted by the Port Health Authority of Sunderland to ships in the port of Seaham Harbour.

Foreign Fishing Vessels.

25 foreign fishing vessels arrived at the Fish Quay during the year, totalling 664 net register tons. This is a decrease compared with 61 vessels of the previous year. There were no major sanitary defects in these visiting fishing vessels.

Removal of Refuse.

For a long time, in many ports, there have been discussions as to the best method of the removal of waste organic material from ships and its collection by the proper authority. During the year, 150 ships in the Port and the River had vegetable refuse on board which caused a nuisance, but upon which no action was taken by

the Port Health Authority, as the nuisance was not great. Action would have been taken had facilities for organic refuse removal been available. In addition, 18 vessels had a nuisance to such an extent that action was taken by the Port Health Authority through the ships' agents, to have the refuse removed. The following table shows the particulars of these 18 ships:—

**NUMBER OF VESSELS IN THE PORT DURING THE YEAR 1949
HAVING AN ACCUMULATION OF VEGETABLE AND OTHER REFUSE ON BOARD
CAUSING A NUISANCE.**

Name of Vessel		Date of Arrival	Lying at Buoys, Quays, etc.	Nature of stay in Port: Discharging, Loading, Repairing, etc.	Number of Personnel	Nationality	Approximate stay in Port
S/S	Caudebec	... 28/1/49.	13 Tier Buoys.	Loading Coal.	26.	French.	4 days.
S/S	Carbonia	.... 23/2/49.	East Quay.	Discharging Cargo.	23.	Swedish.	7 days.
S/S	Vinga	.... 11/2/49.	Corporation Quay.	To Load.	28.	Swedish.	6 days.
S/S	City of Evansville	25/4/49.	Corporation Quay.	Discharging Cargo.	16 Europeans. 41 Indians.	British.	8 days.
S/S	Matiana	.... 14/5/49.	Corporation Quay.	Discharging Cargo.	129 Indians. 2 Chinese. 20 Europeans.		9 days.
S/S	Sandown Castle	.... 23/5/49.	Corporation Quay.	Discharging Cargo.	42.	British.	12 days.
S/S	Andrian	.... 1/4/49.	East Quay Buoys.	For Extensive Repairs.	5 Indians. 7 Arabs. 3 W. Africans. 1 W. Indian. 27 Europeans.	British.	4½ months
S/S	Andrios	.... 20/7/49.	East Quay.	Discharging Cargo.	26.		8 days.
S/S	Seaboard Ranger	.... 26/7/49.	Grain Warehouse.	Discharging Cargo.	44.	Canadian.	12 days.
S/S	Meridian	.... 25/8/49.	South Dock (Staiths).	To Load.	29.	Panamanian.	9 days.
S/S	Winston Churchill	.... 18/8/49.	East Quay Buoys.	For Extensive Repairs.	45.	British.	3½ months
S/S	Kalev	.... 20/10/49.	South Docks (Staiths).	To Load Coal.	27.	British.	5 days.
S/S	City of Paris	8/11/49.	Corporation Quay.	To Discharge Cargo.	140 Indians. 29 Europeans.	British.	12 days.
S/S	Culross	.... 29/11/49.	East Quay Buoys.	For Extensive Repairs.	28.		6 weeks.
M/V	San-Ambrosio	20/12/49.	Greenwell's Dry-Dock.	For Extensive Repairs.	41.	British.	2 weeks.
S/S	Kerma	.... 21/12/49.	South Dock (Staiths).	To Load Cargo.	12 Africans. 27 Europeans.	British.	8 days.
S/S	Tynemouth	.... 22/12/49.	South Dock (Staiths).	To Load Cargo.	31.		7 days.
S/S	Jetblack	.... 29/12/49.	No. 2 Dry-Dock.	For Repairs.	19.	British.	8 days.

The 1936 Public Health Act is applicable to ships, and the nuisance section covers accumulations or deposits of refuse.

The best method of obviating such nuisances would be for a regular system to be evolved whereby a sanitary man is employed to take vegetable refuse from ships, place this into bins on the quays or wharves, and for these bins to be emptied at stated periods by the Corporation.

Unmixed galley waste is already collected for pig food ; galley waste mixed with ashes, tins or bottles is not at present collected and arrangements should cover the removal of this accumulation. Large accumulations of material associated with ship repair work are a matter which should be dealt with specially by the agents. Meetings have taken place between the River Wear Commissioners, the Corporation, Shipping Agents and Owners' Representatives, with a view to agreeing upon a service of refuse collection from vessels. It is hoped to put this scheme into operation in the very near future.

Cleanliness of Crews' Quarters.

The comparison in the cleanliness between foreign and British-owned vessels visiting Sunderland Port has been the concern of the Port Health Committee, and many suggestions have been made to bring the cleanliness of British-owned vessels up to the standard of foreign vessels in transit to a British port.

Reports have been made by the Sunderland Port Health Authority to the Association of Sea and Air Port Health Authorities, which has, in turn, referred this matter to the National Union of Seamen, the Shipping Federation, and the Shipowners' Society. The question appears to be either to engage a messman to be responsible for crews' quarters, or for ships' cleaners to be employed when a ship docks : the former has the advantage of keeping the quarters clean each day at sea. The matter is still under discussion.

A table showing the classification of nuisances on British and foreign ships is given towards the end of the report in Table J.

Co-operation with Ministry of Agriculture and Fisheries.

Under arrangements made between the above-named Ministry and this Authority, the officers of this Authority have, on various occasions, supervised the fumigation of vessels with H.C.N., where such fumigations have been carried out to comply with the requirements of the Ministry of Agriculture and Fisheries (Infestation Division).

Advantage is taken of the fact that a new Deratation Certificate is being issued at this port, and that it is intended to carry out deratation measures. In these circumstances the officers of the Ministry arrange for a concentration of Cyanide to be used which will eliminate all insect life present in the vessel.

Instructions are also issued for the sweeping of bulkheads and re-stowage of any dunnage prior to fumigation, and your officers actively insist in seeing that these requirements are complied with before fumigation commences.

Officers of the Infestation Division have stated that they are grateful for the co-operation extended to them by this Authority, whose staff are always willing to assist whenever necessary.

V.D. Clinic.

Accommodation is provided at the docks for the examination and treatment of sea-faring patients who do not attend at the Royal Infirmary.

Equipment of the Docks Clinic is now complete, and everything is available for diagnosis and treatment of patients.

Port Welfare Committee.

Port or Regional Welfare Committees, under the direct supervision of the "Merchant Navy Welfare Board", are provided for in the reconstitution of the Port Welfare Committees.

The "Merchant Navy Welfare Board" is established in London, and consists of twenty-eight members : eight representatives from the Shipowners, eight representatives from the Seafarers' Unions and Associations, eight representatives from the Voluntary Societies concerned with seafarers, and four representatives from the appropriate Government Department or Departments. These latter are : Ministry of Labour and National Service, Ministry of Transport, Ministry of National Insurance, and Colonial Office.

A representative from the Port Health Authority has been elected as a member of the Local Port Welfare Committee. This will do much to improve the co-operation which has been extended to this Authority by the other departments whose representatives are also members of this Committee.

Launch Facilities.

The Sunderland Port Health Authority do not possess any launch ; arrangements, however, have been made with the concurrence of the River Wear Watch Commissioners and the Chief Constable, Mr. G. H. Cook, for the launch of the River Wear Police to be placed at the disposal, in certain circumstances, of the Officers of the Port Health Authority. These arrangements include the conveyance of the Port Health Authority Officers to vessels lying at the buoys in the river when such vessels have arrived from an infected or suspected port or area, and the removal of any cases of sickness, including Infectious Disease, from any vessel lying at the river buoys, to a suitable landing place on shore where an ambulance could be waiting. Where a case of Infectious Disease is landed by launch, the launch would be disinfected as soon afterwards as possible.

It must be borne in mind that these arrangements are subject to the exigencies of the River Police Service, and that at some time the launch may not be available, being engaged on police duties.

Until such time as a launch is provided for the exclusive use of the Port Health Authority, the arrangements enumerated above will have to serve.

First Aid Facilities.

During the year First Aid treatment was rendered to 10 persons who attended the offices of the Port Health Authority.

Persons so treated included a member of H.M. Customs (Waterguard), also an Officer of Ministry of Agriculture and Fisheries.

All expressed their thanks for the treatment and attention afforded.

Co-operation.

I wish to record my thanks for the valuable and willing assistance given to the Port Health Authority by H.M. Collector of Customs and his staff, the Officers of the River Wear Commissioners, H.M. Coastguard, Sunderland Pilotage Authority, River Wear Police, and Shipping Agents,

Port Health Authority Offices,
Corporation Quay, Sunderland.
August, 1950.

A. S. HEBBLETHWAITE,
Port Medical Officer of Health.

I. AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR 1949.

TABLE A.

	Number	Tonnage	No. Inspected		Number reported to be defective	Number of vessels on which defects were remedied	Number of Vessels on which defects were found and reported to Ministry of Transport Surveyors	Number of Vessels reported as having, or having had, during the voyage infectious disease on board
			By the Medical Officer of Health	By the Sanitary Inspector				
FOREIGN.								
Steamers	205	269,825	35	183	31	23	1	1
*Motors	86	57,304	12	71	4	2	—	2
Sail	1	292	1	1	—	—	—	—
Fish	20	234	—	25	—	—	—	—
Total Foreign	312	327,655	48	280	35	25	1	3
COASTWISE.								
Steamers	1,452	1,094,998	7	1,209	61	58	3	3
*Motors	557	176,883	4	461	7	7	—	—
Sail	—	—	—	—	—	—	—	—
Fish	—	—	1	327	—	—	—	—
Total Coastwise	2,009	1,271,881	12	1,997	68	65	3	4
Total Foreign and Coastwise	2,321	1,599,536	60	2,277	103	90	4	7

*Includes mechanically propelled vessels other than Steamers.

NOTE.—The figures given above in Columns 1 and 2 are supplied by the courtesy of H.M. Collector of Customs and Excise, Sunderland.

It will be noted that these figures include 20 Fishing Vessels as arriving from Foreign, while the number reported by the Sanitary Inspector is 25.

This discrepancy is due to the fact that 5 of these vessels did not discharge any cargo and were not "entered" at the Custom House.

The following figures show the number of vessels of each nationality inspected :—

BRITISH	....	....	....	....	....	....	....	....	....	....	....	....	1,891
CANADIAN	....	....	....	....	....	....	....	....	....	....	....	....	1
CYPRIAN	....	....	....	....	....	....	....	....	....	....	....	....	2
EIREAN	....	....	....	....	....	....	....	....	....	....	....	....	1
HONG KONG (COLONIAL)	....	....	....	....	....	....	....	....	....	....	....	....	1
SOUTH AFRICAN (UNION)	....	....	....	....	....	....	....	....	....	....	....	....	1
BELGIAN	....	....	....	....	....	....	....	....	....	....	....	....	2
DANISH	....	....	....	....	....	....	....	....	....	....	....	....	69
DUTCH	....	....	....	....	....	....	....	....	....	....	....	....	90
FINNISH	....	....	....	....	....	....	....	....	....	....	....	....	23
FRENCH	....	....	....	....	....	....	....	....	....	....	....	....	1
GERMAN	....	....	....	....	....	....	....	....	....	....	....	....	19
GREEK	....	....	....	....	....	....	....	....	....	....	....	....	1
ITALIAN	....	....	....	....	....	....	....	....	....	....	....	....	1
LIBERIAN	....	....	....	....	....	....	....	....	....	....	....	....	1
NORWEGIAN	....	....	....	....	....	....	....	....	....	....	....	....	73
PANAMANIAN	....	....	....	....	....	....	....	....	....	....	....	....	5
POLISH	....	....	....	....	....	....	....	....	....	....	....	....	1
PORTUGUESE	....	....	....	....	....	....	....	....	....	....	....	....	4
SPANISH	....	....	....	....	....	....	....	....	....	....	....	....	4
SWEDISH	....	....	....	....	....	....	....	....	....	....	....	....	83
TURKISH	....	....	....	....	....	....	....	....	....	....	....	....	1
RUSSIAN	....	....	....	....	....	....	....	....	....	....	....	....	2
												Total	2,277

II. CHARACTER OF TRADE OF PORT.

TABLE B.

(a). Passenger Traffic during 1949.

The Port of Sunderland is not an accredited Alien's Port, therefore, no passenger traffic exists.

A small number of passengers, in all, 131, did, however, disembark during the year, most of whom were examined by the Port Medical Officer of Health before being allowed to land. In addition, 4 Stowaways were medically examined. 455 passengers, either inward or outward, were recorded on vessels at time of boarding. In some cases these passengers were members of the families of the Masters and Officers of the vessels concerned.

Passenger Traffic, 1949.

Total Number of Alien Passengers	Total Number of British Passengers	No. of Alien Seamen under Contract to join Ships in British waters	Stowaways	Total Number of Passengers	Total
Landed 45	Landed 86	694	4	Landed 131	303
Embarked 73	Embarked 99			Embarked 172	

The above figures supplied by the courtesy of Mr. T. Yeldham, H.M. Immigration Officer.

(b). Cargo Traffic.

Principal Imports—

Timber	....	....	....	....	....	....	12,191	Tons.
Props	....	....	....	....	....	....	35,930	"
Chrome & Manganese Ores	....	....	....	....	....	....	21,930	"
Iron Ore	....	....	....	....	....	....	129,099	"
Grain	....	....	....	....	....	....	19,232	"
Esparto Grass	....	....	....	....	....	....	15,875	"
Sugar	....	....	....	....	....	....	2,800	"
Petroleum in Bulk	....	....	....	....	....	....	119,101	"
Cement	....	....	....	....	....	....	22,301	"
Wood Pulp	....	....	....	....	....	....	2,293	"
Sundries	....	....	....	....	....	....	36,536	"

Principal Exports—

Machinery	....	....	....	....	....	....	10,903	"
Pitch & Tar	....	....	....	....	....	....	6,791	"
Creosote Oil	....	....	....	....	....	....	2,998	"
Petroleum & Benzole	....	....	....	....	....	....	22,987	"
Grain	....	....	....	....	....	....	4,916	"
Sundries	....	....	....	....	....	....	8,756	"

During the year 1949, the total number of vessels cleared from the port was 2,368, an increase of 209 vessels on that of the preceding year.

Those engaged in the Coasting Trade numbered 1,870, and in the European Trade 459, while 39 were trading beyond Europe.

The register tonnage of the vessels amounted to 1,695,851 register tons, compared with 1,581,981 register tons in 1948, an increase of 113,870 registered tons.

	1949		1948		1949	1948	1949
	Vessels	Reg. Tons	Vessels	Reg. Tons	Per cent. of aggregate Tonnage	Average Tonnage of Vessels	
Coasting Trade	1,870	1,191,131	1,699	1,067,067	70·2	67·5
European	459	388,535	414	375,639	22·9	23·7
Beyond Europe	39	116,185	46	139,275	6·9	8·8
Total Trade	2,368	1,695,851	2,159	1,581,981	100·0	100·0
							716

The particulars of these ships, as regards tonnage, are seen in the following table :—

							1949	1948	Increase	Decrease
							No. of Vessels			
Under 150 Tons Net Register							385	356	29	—
150 and under	250	....	....	....	....	....	314	241	73	—
250 „ „	350	....	....	....	....	....	221	173	48	—
350 „ „	500	....	....	....	....	....	271	292	—	21
500 „ „	750	....	....	....	....	....	271	235	36	—
750 „ „	1,000	....	....	....	....	....	277	277	—	—
1,000 „ „	2,000	....	....	....	....	....	561	505	56	—
2,000 „ „	3,000	....	....	....	....	....	20	32	—	12
3,000 „ „	4,000	....	....	....	....	....	19	26	—	7
4,000 „ „	5,000	....	....	....	....	....	16	16	—	—
5,000 and upwards		....	....	....	....	....	13	6	7	—
						Total	2,368	2,159	249	40

The above table shows, in comparison with 1948, an increase of 29 vessels under 150 tons ; an increase of 73 vessels 150-250 tons ; an increase of 48 vessels 250-350 tons ; a decrease of 21 vessels 350-500 tons ; an increase of 36 vessels 500-750 tons ; an increase of 56 vessels 1,000-2,000 tons : a decrease of 12 vessels 2,000-3,000 tons ; a decrease of 7 vessels 3,000-4,000 tons ; an increase of 7 vessels 5,000 tons and upwards.

(Taken from the River Wear Commissioners' "Return of the Trade of the Port of Sunderland for the year ending 31st December, 1949", by courtesy of Mr. A. H. J. Bown, General Manager and Clerk).

(c). Foreign Ports from which Vessels arrive.

Aden	....	....	....	....	....	....
Algeria	....	....	....	....	....	....	Arzew, Algiers, Benisaf, Bona, Tenes, Nemours, Oran, Djidjelli, Mostaganem.			
Argentina	....	....	....	....	....	....	Buenos Aires, Villa-Constitucion.			
Australia	....	....	....	....	....	....	Geraldton, Geelong, Sydney.			
Belgium	....	....	....	....	....	....	Antwerp, Ghent, Zeebrugge.			
Brazil	....	....	....	....	....	....	Rio Janeiro.			
Canada	....	....	....	....	....	....	Montreal, Chatham (N.B.), Gaspe, Vancouver, St. Johns (N.F.), Bridgewater (N.S.), Buctouche (N.B.), Quebec, Miramichi Bay (N.B.), Caraquet, Newcastle (N.B.)			
Canary Islands (Spanish)	....	....	....	....	....	....	Las Palmas.			
Cape Verde Islands	....	....	....	....	....	....	St. Vincent.			
Columbia	....	....	....	....	....	....	Cartagena.			
Cuba	....	....	....	....	....	....	Preston.			
Denmark	....	....	....	....	....	....	Nesko, Ejerslev, Svendborg, Assens, Aalborg, Odense, Skarrehage, Aarhus, Copenhagen, Fredericia, Nysted, Skive, Esbjerg, Frederikshavn, Kolding, Tyboron, Mariager Fjord, Fur, Sundby.			
Eire	....	....	....	....	....	....	Drogheda, Limerick, Cork, Dublin.			
Egypt	....	....	....	....	....	....	Port Said, Suez, Alexandria.			
Eritrea (Italian)	....	....	....	....	....	....	Massowah.			
Faroës	....	....	....	....	....	....	Klaksvig.			
Finland	....	....	....	....	....	....	Vasa, Kotka, Helsinki, Mantyluoto, Hamina, Toppila, Petsamo, Oulu, Raumo, Nystad, Klamila, Yxpila, Jacobstad, Kalajoki-Rahja, Lovisa, Kemi, Kristinestad, Viipuri.			

III. WATER SUPPLY.

(1). Source of supply for (a) **The Port.**

The water for the port is supplied by the Sunderland and South Shields Water Company. The water is derived from deep wells sunk in the magnesium limestone rock and from the Burnhope Reservoir catchment area, approximately 45 miles to the West in the Durham hills.

(b). **Shipping.**

The water supplied to shipping is principally derived from deep wells and boreholes in the magnesium limestone.

(2). **Hydrants and hosepipes : What precautions are taken against contamination.**

Most of the hydrant chambers are in very good condition, those on the Corporation Quay have been fitted with drain holes which allows any surface water which may find its way into the chambers to be immediately drained off into the river. When the hydrants are not in use, wood plugs are inserted or brass screw-caps placed in position.

The hosepipes are carried about in a barrow kept for that purpose, and the ends are covered by small canvas covers attached to the hoses by means of lanyards. Vessels lying at the quays and wharves are supplied direct from the hydrants.

(3). **Number of water boats and their sanitary condition.**

Those vessels which are moored at buoys in the river and docks are supplied from the water boats, which are two in number. These have been regularly inspected and found to be kept in a cleanly condition. One of the above-mentioned water boats serving the docks is built of wood, and carries the water in specially constructed wooden tanks, so arranged as to leave a space varying from 6 to 10 inches between the shell of the vessel and the tank, thus preventing contamination by bilge water or from other sources. The remaining boat, which serves the river area, is of a modern type, constructed of steel, and carries the water on the skin (i.e., the hull being the tank). This method of carrying water is more open to risk of contamination from outside sources than in the case of the wooden vessel, as, should any damage be done to the shell plating, the water in the boat would be contaminated by river water and sewage ; this would be especially dangerous in the case of leaky rivets, contamination from which would probably take some time to discover. The rubber boots worn by the men whilst cleansing the interior of the boats serve a useful purpose in preventing unnecessary contamination of the water.

Samples taken since June, 1949, have, in accordance with instructions, been forwarded to the Public Health Service (directed by the Medical Research Council for the Ministry of Health), Government Buildings, Ponteland Road, Newcastle-upon-Tyne, 5.

The results of these examinations are summarised in the following table :—

1949.

Source.	Plate Count. (a) At 37°C. (2 days' incubation).	Plate Count. (b) At 20-22°C. (3 days' incubation).	Presumptive Coliform Count ; Probable number of Coliform Bacilli present.
Water Boat "Olive Branch 2nd" 26/5/49	0 colonies per ml.	0 colonies per ml.	0. per 100 ml. of water.
Water Boat "Gracie Ross" 26/5/49	2 colonies per ml.	5 colonies per ml.	0. per 100 ml. of water.
Water Boat "Olive Branch 2nd" 30/8/49			35. per 100 ml. of water.
Water Boat "Gracie Ross" 30/8/49			0. per 100 ml. of water.
Water Boat "Olive Branch 2nd" 6/9/49			3. per 100 ml. of water.
Water Boat "Gracie Ross" 6/12/49			0. per 100 ml. of water.
Water Boat "Olive Branch 2nd" 6/12/49			0. per 100 ml. of water.
Sample taken from Vessel 25/5/49	300 colonies per ml.	300 colonies per ml.	45. per 100 ml. of water.
Sample taken from Vessel 3/10/49			Organisms of the enteric, dysentery or food-poisoning groups NOT isolated.
Sample taken from Public supply at Hydrant situate on Quay, West of Hetton Staiths 6/9/49			1. per 100 ml. of water.

All samples of water from water-boats were returned as "Bacteriologically this is a satisfactory sample of water." The sample of water taken from a vessel on 25/5/49 was returned as unsatisfactory. Orders were issued for the immediate cleansing of the fresh water tanks on board. These instructions were carried out.

IV. PORT HEALTH REGULATIONS, 1933 & 1945.

(1). Arrangements for dealing with Declaration of Health.

Before pratique is granted, the Master of a foreign-going vessel arriving from a foreign port must ascertain the state of health of all persons on board and sign a "Declaration of Health" in the prescribed form. When completed, the Declaration is handed to the Customs Officer or Officer of the Port Health Authority, whoever is the first to board the vessel. Officers of the Port Health Authority when boarding vessels from foreign before the Customs, give an "All Clear" Certificate, which is delivered to the Customs Officer who subsequently boards the vessel.

Arrangements have been made whereby signed Declarations of Health which have been tendered to Customs Officers, are collected as soon as possible from the Waterguard Offices by the Port Health Inspectors who check them when visiting the respective ships.

Declaration of Health forms are issued to Masters by Customs and Port Health Officers, also at the Custom House when outward bound vessels are clearing for foreign.

The number of Declarations of Health rendered to the Port Health Authority during 1949 was 262, compared with 288 for the preceding year, none of which reported infectious disease on board on arrival. It should, however, be borne in mind that 69 Declarations of Health were rendered by Masters of vessels trading between the Elbe and Brest who normally would not have rendered such a Declaration.

(2). Boarding of Vessels on arrival.

During the year under review, 98 vessels arriving direct from foreign ports were met immediately on arrival by officers of the Port Health Authority.

The majority of these vessels arrived from East Europe, the Levant, Africa, Asia or South America, and in most instances medical examination of all persons on board was carried out.

Vessels arriving from the nearer Continental ports which may have previously been in any of the areas mentioned above, were also met on arrival.

Vessels arriving solely from Norway, Denmark, Sweden and the near Continental ports were visited as soon as practicable during the normal working hours.

56 vessels arrived and were boarded outside of normal working hours.

(3). Notification to the Authority of Inward Vessels requiring special attention (wireless messages, land signal stations, information from Pilots, Customs Officers, etc.)

The provision of the Port Sanitary Regulations of 1933 relating to wireless messages apply to the Port of Sunderland :—

The Master of any foreign-going ship fitted with wireless transmitting apparatus, on approaching the Port of Sunderland from a foreign port, is accordingly required to send a wireless message to the Health Authority if any person on board has symptoms which may be indicative of infectious disease other than tuberculosis, or if there are any circumstances requiring the attention of the Port Medical Officer.

The Sunderland Port Health Authority have adopted "PORTELTH" as their telegraphic address.

Ships will be entitled to send to the Port Health Authority messages in the code laid down in the 1931 International Code of Signals.

The Radio Signals with which the Port Health Authority are concerned are given in Volume II.

If agents desire that the required messages should be sent through them, the Port Medical Officer of Health should be satisfied that arrangements can be made for prompt transmission of such messages to his office, his residence, or the residences of the Port Health Inspectors, as may be necessary, within the time limits prescribed by the Regulations.

List of Approved Agents.

Allan, Black & Co. (Albyn Line Ltd.)	Midland Bank Chambers, Sunderland.
Common Bros., Ltd. (Home Line Ltd.)	10 Park Terrace, Sunderland.
France, Fenwick, Tyne and Wear Co. Ltd.	21 Bridge Street, Sunderland.
Irving, T. G. (Vice-Consulate for Norway)	Central Buildings, West Sunniside, Sunderland.
Jopling, Wm. & Co.	10 Park Terrace, Sunderland.
Laing, I. W.	34 West Sunniside, Sunderland.
Marshall, J. F. & Son (Netherlands Consulate)	48 West Sunniside, Sunderland.
Marshall, S. & Co.	22 John Street, Sunderland.
Rose, Thomas & Co.	38 West Sunniside, Sunderland.
Trapp & Co.	29 West Sunniside, Sunderland.
Welch, C. J. & Co.	34 West Sunniside, Sunderland.
Wilkinson, Cuthbert & Co. Ltd.	39 West Sunniside, Sunderland.
Wright, S. C. & Co. (Vice-Consulate for Sweden, Vice-Consulate for Finland)	29 West Sunniside, Sunderland.

Notification of any sickness on board a vessel arriving in the port is also given by Pilots or H.M. Customs & Excise Officers; should this occur outside of normal working hours, such information is telephoned direct to the residences of the Port Medical Officers or Chief Port Health Inspector.

(4). Mooring Stations designated under Article 10 : (a) within the docks, (b) outside the docks.

In every district one or more mooring stations within the docks shall be established by the Port Health Authority with the concurrence of the Customs Officer and the Harbour Master, in such a situation as to enable a ship to be moored without coming into contact with other ships or with the shore.

The mooring stations established by this Authority with the concurrence of the Collector of Customs and the Dock and Harbour Master, are: (a) for dock-bound vessels, the South tier buoys, East side, South Dock ; (b) for river-bound vessels, the Low tier buoys in the river.

(5). Particulars of any standing exemptions from the provisions of Article 14.

Where a ship (whether a foreign-going ship or not) arrives in a district from a foreign port, and it appears to the Customs Officer, from answers to questions in a Declaration of Health, or from answers to enquiries made by him, or otherwise—

- (a) that during the voyage (or where the voyage has lasted more than six weeks, during the last six weeks) there has been on the ship a death from illness suspected to be of an infectious nature or a case of such illness ; or
- (b) that the ship has called at a port or seaboard included in the list referred to in Article II ; or
- (c) that during the voyage (or, where the voyage has lasted more than six weeks, during the last six weeks) plague has occurred or been suspected amongst rats or mice on the ship, or sickness or death not attributable to poison or other measures for destruction has occurred amongst the rats or mice on the ship ;

he shall direct that the ship shall be taken to and detained at a mooring station unless the Medical Officer or other Officer of the Health Authority otherwise allows.

Arrangements have been made with the Collector of Customs for standing exemption from detention, under Article 14, in the following instances :—

- (a) Vessels arriving with minor infectious disease.
- (b) Vessels arriving from infected ports with clean Declaration of Health.
- (c) Vessels from infected ports with minor infectious disease on board.

Vessels under the above-mentioned headings are allowed to proceed to their normal place of mooring, loading or discharge under a modified form of pratique, the Port Medical Officer of Health notified of their arrival, and Article 16 put into operation.

(6). Experience of working Article 16.

Where a ship arrives in a district from a foreign port, no person other than a Pilot, a Customs Officer, an Immigration Officer or a person acting in the execution of the regulations shall, without the permission of the Medical Officer, or other authorised Officer of the Health Authority, board or leave the ship until it is free from control under these regulations, and the Master shall take all steps necessary to secure compliance with the provision. No infringements of Article 16 were brought to the notice of the Authority during 1949.

(7). What, if any, arrangements have been made for :—

- (a). Premises and waiting rooms for medical examination.

At the premises of the Port Health Authority, situate at the Corporation Quay, a waiting room for the medical examination of seamen, has been incorporated.

(b). Cleansing and disinfection of ships, persons and clothing and other articles.

Disinfection of ships for the purpose of preventing the spread of infectious disease is carried out by the inspectorial staff. Persons, bedding, clothing and other articles are removed to the Borough Infectious Diseases Hospital for cleansing and disinfection, where ample facilities exist. Where necessary, bathing arrangements could be carried out at the above-mentioned premises.

(c). Premises for temporary accommodation of persons for whom such accommodation is required for the purpose of the Regulations.

Temporary accommodation of persons under the above-named heading is available at the Borough Infectious Diseases Hospital.

(d). Hospital accommodation available for plague, cholera, yellow fever, smallpox and other infectious diseases.

The accommodation available for plague, cholera, yellow fever, and other infectious diseases, with the exception of smallpox, is at the Borough Infectious Diseases Hospital. If there is a case of smallpox, contact will be made with the Medical Officers of the Regional Hospital Board, Newcastle-upon-Tyne, as regards disposal.

(e). **Ambulance Transport.**

Motor ambulances are available at any time during the day or night for the purpose of removing infectious cases to hospital.

(f). **Supervision of Contacts.**

Contacts are medically examined and kept under observation on board, and if allowed to leave the vessel, are supplied with pre-paid reply postcards (P.S3) for the purpose of notifying any change of address within 14 days of disembarkation. The names and destinations given by persons allowed to leave under Article 16 are forwarded to the Medical Officer of Health of such districts.

(8 & 9). Arrangements for the bacteriological or pathological examinations of rats for plague or for other bacteriological or pathological examinations.

These examinations are carried out by the Public Health Laboratory Service, Public Health Laboratory, Government Buildings, Ponteland Road, Newcastle-upon-Tyne, 5.

(10). Arrangements for the diagnosis and treatment of Venereal Disease among sailors under International arrangements.

The Corporation Clinic for the diagnosis and treatment of venereal disease for the Ports of Sunderland and Seaham Harbour is at the Royal Infirmary, Sunderland. Enquiries are made as to the existence of venereal disease on vessels, the facilities for treatment are pointed out and printed cards, conveying information on the dangers of venereal diseases, together with the times of clinics, are distributed freely among seamen. Posters and handbills are also displayed at suitable positions in the Port area.

The number of seamen treated at the V.D. Clinic shows a slight decrease, and the perusal of the follow-up cards carried by these men, show that the majority are attending conscientiously at various ports of call for treatment and surveillance.

(11). Arrangements for the Interment of Dead.

Dead bodies brought into the Port by ship are examined on board by the Port Medical Officer of Health, and then ordered to be removed to the mortuary at the General Hospital, to await the necessary inquest. If cause of death is of a non-infectious nature, the onus of arranging for interment is upon the Master or Agent.

(12). Other matters, if any, requiring or receiving attention.

None.

TABLE C.

Cases of Infectious Sickness landed from Vessels.

Disease.	No. of cases during 1949.		No. of Vessels concerned.	Average for past 5 years.
	Passengers.	Crew.		
Chicken Pox	—	—	—	—
Continued Fever	—	—	—	—
Diphtheria	—	—	—	.2
Dysentery	—	—	—	—
Erysipelas	—	—	—	.2
Malaria	—	9	1	2.2
Measles	—	—	—	.2
Mumps	—	—	—	—
Pneumonia	—	1	1	.2
Relapsing Fever	—	—	—	—
Scarlet Fever	—	—	—	.2
Smallpox	—	—	—	—
Tuberculosis	—	1	1	.8
Typhoid Fever	—	1	1	.2
Typhus Fever	—	—	—	—
TOTALS	Nil	12	4	4.2

Malaria (Recurring).

"MATIANA", S/S. from Beira—Port-Sudan—Suez—Hull.

Arrived 14th May, 1949.

Nine cases of Malaria (recurring) among native members of crew reported to Port Health Inspector upon arrival of vessel. Cases treated on board by Ship's Surgeon.

Typhoid.

"MARTIN CARL", S/S. from Bombay—Karachi—Port-Said.

Arrived 14th September, 1949.

Vessel boarded on arrival by Deputy Port Medical Officer of Health.

Pantry-man, Florian Roderiques, aged 24 years, native of Goanese India. Examined by General Practitioner, 17th September, and removed to General Hospital as suffering from Influenzal Pneumonia, later removed to Hospital for Infectious Diseases. Notified by Hospital Authorities that patient was suffering from Typhoid. As patient was a suspected carrier, he was later allowed to rejoin vessel, which sailed for India, on condition that he was not allowed to handle any foodstuffs on board.

Pneumonia (Lobar).

"DUMFRIES", S/S. from Durban—Capetown—London.

Arrived 29th September, 1949.

Notification received from General Practitioner that an Arab Fireman had been removed to Hospital from the vessel early in November. The patient had now returned on board. Notification of the occurrence of the disease had been delayed.

Tuberculosis (Pulmonary).

"GOOSE POINT", S/S. from Kotka—London.

Arrived 16th December, 1949.

Notified by Hospital for Infectious Diseases, 28th December, 1949, that an Indian Seaman had been removed from the vessel to the Royal Infirmary. Patient was transferred to Ryhope General Hospital, 19th December, 1949, diagnosed to be suffering from Pulmonary Tuberculosis and therefore transferred to Hospital for Infectious Diseases, 23rd December, 1949.

TABLE D.

**Cases of Infectious Sickness occurring on Vessels during the Voyage
but disposed of prior to arrival.**

Disease.	No. of cases during 1949.		No. of Vessels concerned.	Average for past 5 years.
	Passengers.	Crew.		
Chicken Pox	—	—	—	.2
Continued Fever	—	—	—	—
Diphtheria	—	—	—	.4
Dysentery	—	—	—	.2
Erysipelas	—	—	—	—
Malaria	1	2	2	1.2
Measles	—	—	—	.2
Mumps	—	—	—	.2
Pneumonia	—	—	—	—
Relapsing Fever	—	—	—	—
Scarlet Fever	—	—	—	—
Smallpox	—	—	—	—
Tuberculosis	—	—	—	—
Typhoid Fever	—	1	1	.2
Typhus Fever	—	—	—	—
TOTALS	1	3	3	2.6

Malaria.

"DURENDA", M/V. from Dar-es-Salaam—Tanga—Mombasa—Port-Said.

Arrived, 10th January, 1949.

Boarded on arrival by Port Medical Officer of Health.

Master reported that one Lascar Seaman had received medical attention at Dar-es-Salaam.

Typhoid.

"LANDAURA", M/V. from Dar-es-Salaam—Mombasa—Port-Said—London—Hull.

Arrived 28th March, 1949.

Master reported that Fireman, Noor Ahmed, of India, had been removed to Hospital, India, 17th March, 1949, and that the case had been diagnosed as Typhoid.

Malaria.

"BRETAGNE", M/V. from Beira—Durban—Dakar.

Arrived 9th May, 1949.

Master reported that A.B. Rudy Christiansen, aged 20 years, native of Denmark, had received medical attention at Durban.

Death. (Malaria).

"MATIANA", S/S. from Beira—Port-Sudan—Suez—Hull.

Arrived 14th May, 1949.

Master reported that a 1st Class passenger, Mr. H. Vickham, had died from Acute Malaria, at Mombasa, 13th April, 1949. Body removed ashore.

Death.

"LEWIS HAMILTON", S/S. from Capetown—Casablanca—Melilla—Tees.

Arrived 10th February, 1949.

Master reported that a Fireman had died in Hospital at Massowah as a result of Heat Stroke.

Death.

"ANDRIAN", S/S. from Buenos Aires—Rio Janeiro—Ejerslev.

Arrived 1st April, 1949.

Master reported that E.D.H. Albert James Eade, aged 22 years, native of Hull, accidentally drowned at Buenos Aires, 2nd February, 1949, body taken in charge by Buenos Aires authorities. Vessel sailed same day.

Death.

"WESTLAAN", M/V. from Rotterdam—Tyne.

Arrived 14th July, 1949.

Master reported that Cook, Jacobus van-der-Hoek, aged 21 years, native of Holland, had been accidentally killed by Locomotive, at South Shields, 12th July, 1949. Body to be removed to Holland.

Death.

"VANCOUVER CITY", S/S. from Vancouver—London.

Arrived 6th September, 1949.

Master reported Chief Steward, Mr. Johnson, aged 44 years, died as result of Heat Stroke, and was buried at sea near Colombo.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1949	Name of Vessel	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty	Remarks
Jan. 4	Lica Maersk S/S.	1471	Denmark.	Bremen– Szczecin.	24	Gonorrhoea.	Member of Catering Staff, to attend V.D. Clinic. Vessel boarded on arrival by P.M.O.H.
Jan. 10	Durenda M/V.	4454	Glasgow.	Dar-es-Salaam –Tanga– Mombasa– Suez.	86	Wrist injury. Abdominal pains. Injury to 2nd digit right hand. Injury to 4th digit right hand. Malaria.	Cadet, received X-ray and medical attention. Fireman, received medical attention. Boilerman, attended Royal Infirmary. Cook, attended Royal Infirmary. Fireman, received medical attention, Dar-es-Salaam. Vessel boarded on arrival by Port M.O.H.
Jan. 13	Moldavia S/S.	1715	Sweden.	Tunis–Ancona –Sousse	28	Abscess, right elbow. Gonorrhoea. Swollen Glands of groin. (Suspected V.D.) Peripheral Neuritis. Jaundice (suspected).	Fireman, received medical attention, Genoa. Fireman, referred to V.D. Clinic. Fireman, received medical attention. A.B., received medical attention at General Hospital. Cook, removed to Hospital, Gibraltar. Vessel boarded on arrival by Port M.O.H.
Jan. 13	Durenda M/V.	4454	Sweden.	Dar-es-Salaam –Tanga– Mombasa– Suez.	.	Acute Conjunctivitis.	Chief Electrician, removed to Eye Infirmary.
Jan. 14	Baron Haig S/S.	2060	Ardrossan.	Ceuta– Benisaf.	.	Removal of finger nail.	4th Engineer, received medical attention at Benisaf. Vessel boarded on arrival by Port M.O.H.
Jan. 15	Fabian S/S	743	Norway.	Arzew–Methil.	19	Gonorrhoea.	O.S., referred to V.D. Clinic.
Jan. 15	Alar M/Sch.	133	London.	Lc Havre.	8	Jaundice– Diarrhoea.	Cook, attended by Federation Doctor.
Jan. 15	Moldavia S/S.	1713	Sweden.	Tunis–Ancona –Sousse.	28	Enlargement of left Ventricle.	Donkeyman, to receive medical attention.
Jan. 18	Moldavia S/S	1713	Sweden.	Tunis–Ancona –Sousse.	28	Bruised right lower ribs.	Fireman, received medical attention at General Hospital.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1949	Name of Vessel	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty	Remarks
Jan. 28	Hedja S/S.	1464	Sweden.	Szczecin— Hartlepool.	28	Injury to left foot.	Trimmer, received medical attention, Hartlepool.
Jan. 31	Caudebec S/S.	795	France.	Caen—Tees.	26	Fracture, left leg.	3rd Engineer, removed to Royal Infirmary.
Feb. 2	Lewis Hamilton S/S	1521	London.	Cape Town— Casablanca— Melilla— Tees.	39	Nasal Injury.	2nd Officer, removed to Hos- pital, Durban.
						Heat Stroke.	Fireman, died in Hospital, Massowah.
						Hernia.	Steward, removed to Hos- pital, Mauritius.
						Appendicitis.	A.B., removed to Hospital, Durban.
						Appendicitis.	Fireman, removed to Hos- pital, Massowah.
						Neurosis.	Fireman, removed to Hos- pital, Mauritius.
						Broken Wrist.	Fireman, removed to Hos- pital, Alexandria.
						Gastric Ulcer.	A.B., removed to Hospital, Ghent.
						Hernia.	O.S., removed to Hospital, Ghent.
Feb. 14	Kul S/S.	760	Norway.	Fredericia.	19	V.D. (suspected).	A.B., referred to V.D. Clinic.
Feb. 16	Slemish S/S.	1093	Belfast.	London.	21	Lympho- Granuloma Inguinale. (Obscure Tropical V.D.)	Fireman, removed to Royal Infirmary.
Feb. 21	Windsor Queen S/S.	561	London.	Swansea— Jersey.	17	Sciatica.	A.B., removed to Royal Infirmary.
Feb. 22	Venta S/S.	1139	London.	Seville—Oran— Granton.	29	V.D.	A.B. } To attend V.D. Clinic.
Feb. 23	Carbonia S/S.	1120	Sweden.	Messina— Sousse— Gibraltar.	23	V.D.	A.B. } Treatment Diarrhoea. prescribed by Diarrhoea. Port M.O.H. Chief Officer A.B. | who boarded vessel on arrival.
Mar. 1	Atair S/S.	807	Sweden.	Kragero— Rochester.	22	V.D.	Member of Catering Staff.
Mar. 4	Liten M/V.	311	Norway.	Thameshaven.	12	V.D.	Member of Deck Crew, re- ferred to V.D. Clinic.
Mar. 7	Juliet Duff	242	London.	Southampton.	13	Abdominal pains.	Cook, to receive medical attention.
						Internal pains.	Fireman, proceeded home for treatment and medical attention.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1949	Name of Vessel	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty	Remarks
Mar. 9	Njord M/V.	164	Holland.	Nystad— Bergqvara.	9	Injury, left lower leg.	Master, to receive medical attention.
Mar. 11	Pandora S/S.	76	Beau- maris.	Leith.	7	Influenza.	Chief Officer, attended by General Practitioner.
Mar. 14	Edith S/S	825	Sweden.	Arzew.	20	V.D. V.D.	3 Ordinary Seamen. Member of Catering Staff, referred to V.D. Clinic. Vessel boarded on arrival by Port M.O.H.
Mar. 21	Unden S/S.	870	Sweden.	Gothenburg— Otterbacken.	23	V.D.	A.B., referred to V.D. Clinic.
Mar. 21	Bestavaer S/S.	86	Holland.	Stockholm— Pataholm.	8	V.D.	A.B., referred to V.D. Clinic.
Mar. 22	William S/S.	2176	Norway.	Venice— La Goulette.	27/I.P.	V.D. V.D.	6 Ordinary Seamen. 1 Member of Catering Staff, all referred to V.D. Clinic. Vessel boarded on arrival by Port M.O.H.
Mar. 22	Cyrus Sears. S/S	1019	London.	Le Havre.	30	Rupture.	Fireman, proceeded home for surgical treatment.
Mar. 28	Landaura M/V.	4171	Glasgow.	Dar-es-Salaam —London— Hull.	82	Typhoid.	Fireman, removed to Hospi- tal, London, 17/3/49.
						Abdominal pains.	Serang, examined by Deputy Port M.O.H., treatment prescribed.
April 1	Andrian S/S.	3323	London.	Buenos Aires— Rio Janeiro— Esbjerg.	43	Gonorrhoea. Death.	Topaz, referred to V.D. Clinic. E.D.H., accidentally drowned Buenos Aires, 2/2/49.
April 2	Springfjord S/S.	1166	London.	Szczecin— Hartlepool —Blyth.	28	Hæmorrhage. Epilepsy.	2nd Steward, removed to hospital, Buenos Aires, 31/1/49. Son of Master, aged 3 years, attended by General Practi- tioner.
April 7	Fredborg S/S.	503	Sweden.	Rouen.	18/I.P.	V.D.	Officer, referred to V.D. Clinic.
April 8	Ringhorn S/S.	1658	Norway.	Melilla.	29	V.D. V.D. V.D.	O.S. } All referred to Fireman } V.D. Clinic. 2 Trimmers.
April 11	Carbonia S/S.	1119	Sweden.	Palermo—Sfax.	24	Rheumatism.	Fireman, received medical attention.
April 11	Ulysses S/S.	4637	London.	Beira— Mombasa— London.	49	V.D.	3 Ordinary Seamen, referred to V.D. Clinic. Member of Engine room staff, proceeded home.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1949	Name of Vessel	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty	Remarks
April 13	Ingaro S/S.	1142	Sweden.	Oxelosund.	23	Fevered condition. V.D.	2nd Officer, received medical attention from General Practitioner. A.B., referred to V.D. Clinic.
April 25	City of Evansville S/S.	4156	Liverpool.	Lourenco Marques–London–Hull.	64	Cardiac Disease.	Fireman, removed to Hospital, London, 9/4/49.
April 25	Sherwood S/S.	898	London.	London.	18	Rheumatic Fever.	A.B., removed by ambulance to his home, Gateshead-on-Tyne.
May 1	Aralizz S/S.	1494	Sweden.	Oxelosund–Tees.	29/2 P.	Conjunctivitis.	Fireman, received medical attention.
May 6	Ellensborg S/S.	708	Denmark.	Lisbon–Kirkcaldy.	19/1 P.	Injury to right ankle.	A.B., received medical attention.
May 9	Bretagne. M/V.	1494	Denmark.	Beira–Durban–Dakar.	27	Dental. Malaria.	Chief Engineer to receive dental attention. A.B., received medical attention at Durban.
May 9	Mergus S/S.	790	Sweden.	Holmsund–London.	30	Broken digit, right hand.	Fireman, received medical attention.
May 14	Matiana S/S.	5524	Glasgow.	Beria–Port Sudan–Hull.	151/4 P.	Malaria. (Death). Malaria. (Recurring).	1st Class Passenger died, Mombasa, 13/4/49. 9 cases amongst native members of crew reported by Ship's Surgeon, who prescribed treatment.
May 16	Greenland S/S.	1672	Leith.	Malaga–Almeria.	36	Pneumonia. Gonorrhoea. Suspected V.D.	Fireman, received medical attention, Malaga. Fireman All referred to 3 Cases V.D. Clinic. Vessel boarded on arrival by Port M.O.H.
May 20	Caucordia S/S.	1674	Denmark.	Gdansk–Lulea.	26/5 P.	V.D.	O.S., referred to V.D. Clinic.
May 25	Moses Gay S/S.	1017	London.	Pasajes–Bilbao.	31	Abscess.	Fireman, received medical attention, Bilbao.
May 30	Ben Read S/S.	168	Bristol.	Saltend.	10	Pains in Chest (Pleurisy).	Chief Officer, received medical attention from Federation Doctor.
May 31	Dashwood S/S.	1113	London.	Rotterdam–Rouen.	23	Suspected dislocated clavicle.	Donkeyman, to receive medical attention from Federation Doctor.
June 7	Wilpo S/S.	964	Holland.	Tunis–Gibraltar–Hull.	26/1 P.	V.D. Varicose Veins.	A.B., to attend V.D. Clinic. 2nd Officer, removed to Hospital, Malta.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1949	Name of Vessel	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty	Remarks
June 10	Kuldiga S/S.	1189	London.	Barcelona— Arzew— Gibraltar.	32	V.D.	Engineer, referred to V.D. Clinic.
						Abscess, 2nd digit, right hand.	Fireman, to attend Royal Infirmary.
June 11	Angularity M/V.	460	London.	London.	12	Abscess, left leg.	Master, removed to Royal Infirmary.
June 16	Noordwyk S/S.	2020	Holland.	Immingham— Casablanca— Aberdeen.	38	V.D.	Officer, referred to V.D. Clinic.
June 17	Dorcasia M/V.	4767	London.	Aruba— London.	50	Rash (on back). Abdominal pains. Strained muscles (back).	O.S. } Treatment prescribed O.S. } by Port M.O.H., who O.S. } boarded vessel on arrived. O.S. }
July 7	Wanda S/S.	1049	Finland.	Nystad—Oulu.	24/1 P.	V.D.	2 Seamen, referred to V.D. Clinic.
July 8	Wallsend S/S.	1641	Newcastle.	Mostaganem— Almeria— Rotterdam	33	Injury to Testicles (accident).	Seaman, to receive medical attention.
July 9	Kenilworth Castle M/V.	7117	London.	Beira— Mombasa— Alexandria.	59/38 P.	Abscess on right knee. Rash and Gastritis. Circulatory Trouble. Laceration, right hand. Eczema on legs. Bunions (both feet).	Engineer's Steward, removed to Hospital, Mombasa. Greaser | Treatment Linen Keeper | prescribed Steward | by Port Greaser | M.O.H., Pantryman | who boarded vessel on arrival.
July 14	Westlaan M/V.	94	Holland.	Rotterdam and Tyne.	4/1 P.	Death (accident).	Cook, accidentally killed at South Shields.
July 16	Kedron M/V. (Fish)	7	Denmark.	Grimsby.	4	V.D.	Member of crew, referred to V.D. Clinic. Vessel boarded by Port M.O.H.
July 16	Vilk S/S.	1123	Glasgow.	Vigo—Bilbao.	25	Nephritis.	Seaman, received medical attention at Vigo. Vessel boarded on arrival by Port M.O.H.
July 16	Rayksund S/S.	516	Norway.	Klamila— Aberdeen.	17/2 P.	V.D.	Fireman, referred to V.D. Clinic.
July 18	Legbourne M/V.	293	Grimsby.	Ipwich— London.	9	Concussion.	A.B., received medical atten- tion on board.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1949	Name of Vessel	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty	Remarks
July 20	Aralizz S/S.	1494	Sweden.	London.	29	Abscess, right hand.	Fireman, received medical attention.
July 25	Tyreso M/V.	2242	Sweden.	Oxelosund.	28/5 P.	Head Injuries (accident).	A.B., removed to Royal Infirmary.
July 26	Seaboard Ranger S/S.	4289	Canada.	Quebec.	51/2 P.	Sepsis right hand. Syphilis (secondary).	Assistant Cook D.B.S. } Referred to V.D. Clinic. Examine by Port M.O.H. on arrival.
July 29	Andrias S/S.	1184	Greece..	Yxpila.	26	Rheumatism.	Bosun, received medical attention.
July 29	Vigsnes S/S.	1043	Norway.	Jacobstad–Tyne.	23/1 P.	Fractured Tibia, right arm.	Fireman, received medical attention, proceeded home.
Aug. 9	Helene Russ S/S.	595	Germany.	Raumo.	15	Abscesses on legs.	Fireman, received medical attention.
Aug. 11	Goalpara S/S.	5008	London.	Dar-es-Salaam –Mombasa–London.	82	Stone in kidney (suspected). Abscess, left foot.	Master } Received medical attention from Assistant Cook General Practitioner.
Aug. 20	Kuldiga S/S.	1189	London.	Seville–Nemours.	31	Syphilis.	A.B., referred to V.D. Clinic. Vessel boarded on arrival by Port M.O.H.
Aug. 22	Maria S/S.	1401	Finland.	Oulu–Antwerp.	24	Abrasions, right leg.	A.B., received medical attention.
Aug. 27	Meridian S/S.	3074	Panama.	Dakar–Pepel–Tees.	29	V.D.	Officer, referred to V.D. Clinic.
Aug. 27	Seduality M/V.	249	London.	Cowes–Blyth.	8	V.D.	Officer, referred to V.D. Clinic.
Aug. 29	Greyfriars S/S.	625	Newcastle.	Southampton.	18	Pneumonia.	Fireman, removed to Hospital, Southampton, 25/8/49.
Aug. 30	Charles Treadwell S/S.	1019	London .	Seville–Huelva–Glasgow.	31	Extensive Lacerations on right forearm.	Fireman, removed to Hospital, Seville.
Aug. 31	Belray M/V.	1604	Norway.	Caraquet.	29	Fracture of right wrist.	Cook, received medical attention. Vessel boarded on arrival by Port M.O.H.
Sept. 6	Vancouver City S/S.	5201	Bideford.	Vancouver–London.	36	Death (Heat Stroke).	Chief Steward, buried at sea, near Colombo.
Sept. 7	Bjorko S/S.	1336	Sweden.	Oxelosund.	25	Laceration over right eye.	A.B., received medical attention from General Practitioner.
Sept. 9	Springdale S/S.	890	London.	Cadiz–Oran–Nemours.	28	V.D.	Fireman, referred to V.D. Clinic.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1949	Name of Vessel	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty	Remarks
Sept. 14	Martin Carl S/S.	1370	Denmark.	Bombay— Karachi.	30/3 P.	Dental.	A.B. 4th Engineer } To receive den- tal attention. Vessel boarded on arrival by Deputy Port M.O.H.
Sept. 15	Triton S/S.	1083	Sweden.	Bridgewater N.S.	25	Pharyngitis.	Chief Steward, to receive medical attention. Vessel boarded on arrival by Deputy Port M.O.H.
Sept. 19	Martin Carl S/S.	1370	Denmark.	See entry 14/9/49.	30/3 P.	Typhoid.	Pantryman, attended by General Practitioner, 17/9/49, removed to Gen- eral Hospital, later re- moved to Hospital for Infectious Diseases. Fireman, referred to V.D. Clinic.
Sept. 20	Tom S/S.	1874	Spain	Sfax— Manchester.	35	V.D. Multiple Abscesses and Heat Rash.	Seaman, received medical attention. Vessel boarded on arrival by Port M.O.H.
Sept. 20	Nordia S/S.	1064	Sweden.	Newcastle, N.B.	22	Boils on limbs.	1st Engineer } Attended Gen- eral Hospital. 1st Officer } Vessel boarded Fireman } on arrival by Port M.O.H.
Sept. 22	Ramara S/S.	1305	Cardiff.	Benghazi— Tripoli— London— Tyne.	32	Burns on left forearm. Abdominal pains. Dental.	Carpenter, received medical attention. 3rd Officer, to receive dental attention.
Sept. 25	Dania S/S.	1345	Denmark.	Gdansk— Rotterdam.	25/2 P.	Septic throat.	Chief Officer, treatment pre- scribed by Port M.O.H., who boarded vessel on arrival.
Sept. 26	Zelo S/S.	1434	Newcastle.	Cork.	26	Head injuries.	3rd Engineer, treated in Hospital, Dover.
Sepr. 26	Taat S/S.	779	London.	Bilbao— Grangemouth.	24	V.D.	Seaman & } To attend V.D. 3 Firemen } Clinic.
Sept. 29	Dumfries S/S.	5104	Newcastle.	Durban—Cape Town— London.	74/4 P.	Dementia.	Fireman, received medical attention, London, pro- ceeded home.
Oct. 3	Goplo S/S.	1359	Poland.	Gdansk— London.	29	Influenza.	Seaman, removed to Hospi- tal, London, 29/9/49.
Oct. 7	Torni S/S.	1209	Liverpool.	Melilla— Casablanca —Leith.	27/1 P.	Dental.	3rd Engineer, to receive dental attention.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1949	Name of Vessel	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty	Remarks
Oct. 8	Macbeth M/V.	279	Norway.	Svendborg— Kiel.	17	Fracture of right fore- arm.	A.B., removed to Hospital, Bergen.
Oct. 12	Ethel Everard S/S.	2257	London.	Slite—Dublin.	30	Cold. Tonsillitis.	A.B., received medical atten- tion on board. 3rd Engineer, received medical attention from a General Practitioner on board
Oct. 13	Lacra M/V....	497	Holland.	Hamina— Boston, Lincs.	12/3 P.	Tonsillitis.	A.B., examined by General Practitioner on board. Admitted to General Hospital, 11/10/49, later transferred to Hospital for Infectious Diseases, sus- pected Diphtheria.
Oct. 15	City of Johannesburg M/V.	4831	Liverpool.	Cape Town— London— Hull.	95	Diarrhoea. Injury to left wrist.	4th Officer, received medical attention. Deckhand, received medical attention, Royal Infir- mary.
Oct. 19	Slemish S/S.	1089	Belfast.	London.	21	Injuries to arm and ribs (accident).	Master, attended by General Practitioner, later attend- ed Royal Infirmary for X-ray and treatment.
Oct. 21	Musko S/S.	1946	Sweden.	Landskrona— Oxelosund.	30	Influenza.	Chief Engineer, received medical attention on board.
Oct. 31	Torkel S/S.	630	Sweden.	Oslo—Gdansk— Treport.	21	V.D.	2 Seamen, referred to V.D. Clinic.
Nov. 8	City of Paris S/S.	6885		Cape Town— London— Antwerp— Hull.	168/1 P.	Bronchitis and Arthritis. Shingles.	Pantry Boy ... Received ... medical ... attention Quarter- ... on board. master.
Nov. 9	Festivity M/V.	190	Holland.	Rotterdam— Tees.	8	Dental.	Engineer, received dental attention.
Nov. 12	Bodo S/S.	1032	Norway.	Kovda— London.	23	Septicæmia. Sprained right ankle.	Chief Steward, removed to Hospital, London, 3/9/49. Cook, received medical attention from General Practitioner.
Nov. 15	Santiago S/S.	2455	Panama.	Archangel.	27	Cervical Adenitis.	Fireman, treatment pre- scribed by Port M.O.H., who boarded vessel on arrival.
Nov. 15	Marpesia S/S.	1117	Norway.	Jacobstad— London.	26/1 P.	Eczema.	Chief Engineer, received medical attention from General Practitioner.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1949	Name of Vessel	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty	Remarks
Nov. 15	Valborg S/S.	748	Finland.	Jacobstad— Amsterdam.	19	Burns to left fore-arm and V.D. V.D.	Fireman, received medical attention.
Nov. 23	Kenton S/S.	558	Newcastle.	Gothenborg— Warnemunde —Goole.	19	Bruised right knee (accident).	Trimmer, referred to V.D. Clinic.
Nov. 25	Ingeborg S/S.	668	Sweden.	Gothenborg— Halmstad.	24/1 P.	Injury to 4th digit, right hand.	A.B., to attend General Practitioner.
Nov. 26	Dumfries S/S.	5104	Newcastle.	See entry 29/9/49.	74/4 P.	Lobar Pneumonia.	Fireman, removed to Hospital.
Nov. 29	Pandora S/S.	76	Beau- maris.	Boston, Lincs.	7	Septic thumb, right hand.	Cook, attended Royal Infirmary.
Nov. 29	Frederik M/V.	198	Holland.	Hamsterdam— Rotterdam.	8	Tonsillitis and Asthma.	Master, to receive medical attention.
Nov. 30	Triton S/S.	1083	Sweden.	Oxelosund— Tees.	26	Influenza.	Trimmer, received medical attention.
Dec. 4	Kuldiga S/S.	1189	London.	Barcelona— Oran.	30	Injuries to 2nd digit, left hand.	2nd Engineer, removed to Hospital, Barcelona, 15/11/49. Vessel boarded on arrival by Port M.O.H.
Dec. 5	Sandown Castle S/S.	4706	London.	Cape Town— St. Helena— London.	44/1 P.	Pain in lower Abdomen.	2nd Officer, to receive medical attention.
Dec. 8	Ashgate S/S.	2928	Hull.	Tenes— Antwerp.	39	Fractured Clavicle.	Fireman, removed to Hospital, Corunna, 9/11/49.
Dec. 10	Sandown Castle S/S.	4706	London.	See entry 5/12/49.	44/1 P.	Pleurisy.	Carpenter, attended by General Practitioner, removed to General Hospital.
Dec. 12	Arabert S/S.	1078	Sweden.	Oxelosund— Ymuiden.	25/1 P.	Septicæmia Injury to left hand. Orchitis.	O.S., received medical attention.
Dec. 16	Goose Point S/S.	2555	London.	Kotka— London.	37	Orchitis.	Fireman, removed to Hospital, London.
Dec. 27	Gerda Toft S/S.	1645	Denmark.	Gdansk— Antwerp.	28	V.D.	A.B., referred to V.D. Clinic.
Dec. 28	Goose Point S/S.	2555	London.	See entry 16/12/49	37	Pulmonary Tuberculosis.	Seaman, removed to Hospital for Infectious Diseases.

VENEREAL DISEASES.

**Total No. of Seamen treated at V.D. Clinics, Royal Infirmary and P.H.A. Office,
during the year 1949.**

British		Total	Foreign		Total
Syphilis	....	20	Syphilis	....	19
Soft Chancre	....	2	Soft Chancre	....	1
Syphilis and Gonorrhoea	....	—	Syphilis and Gonorrhoea	....	—
Gonorrhoea	....	46	Gonorrhoea	....	44
Non-Venereal Disease	....	70	Non-Venereal Disease	....	51
Total		138	Total		115

In the previous year (1948) the total numbers of Seamen treated were :—

British	....	....	....	....	158
Foreign	....	....	....	....	110

This signifies a very slight decrease in the number of Seamen requiring treatment for V.D. at the Port.

PARROTS (PROHIBITION OF IMPORT) REGULATIONS, 1930.

Number of parrots, etc., which came under the notice of the Officers during the year	....	....	....	10
Number of notices issued in respect of parrots, etc.	....	....	....	6
Number exported in respect of notices served	....	....	....	8
Number destroyed	....	....	....	2
Number admitted under Ministry of Health permits	....	....	....	.... None
Bodies of birds sent for investigation of Ministry of Health	....	....	....	.... None
Number transhipped on through bills	....	....	....	.... None

S/S. "Lewis Hamilton" arrived 10th February, 1949, from Cape Town—Melilla and Tees, with two Parakeets on board.

The appropriate notice was served upon the owner of the birds.

On re-visiting the vessel on 12th February, 1949, it was found that the owner was leaving the vessel, as no one on board would assume responsibility for the two Parakeets, they were destroyed, at the request of the owner, by an Officer of this Authority, and the bodies incinerated on board.

DANGEROUS DRUGS.

(S.R. and O., 1937, No. 560/13 (3)).

Date.	Name of Vessel.	Drugs required.	Action taken.
14/1/49.	S/S. "Alenquer"	1 Tin Tubunic Ampoules of Omnopon ; 1 Tube, 6 Tablets Morphine Sulphate $\frac{1}{4}$ gr. ; 2 ozs. Tr. Opii B.P.	Application granted.
31/1/49.	S/S. "Brandanger"	24 Ampoules of Omnopon (four tins of Six Ampoules). To complete First Aid Kits according to Norwegian Law.	Application granted.
23/2/49.	S/S. "Ambrizete"	2 ozs. Laudanum ; 1 Box of Six Tubunic Ampoules of Omnopon ; 6 Tablets of Morphine Sulphate $\frac{1}{4}$ gr. ; 1 Box Jelonet B/.	Application granted.
8/3/49.	M/V. "Belas"	2 ozs. Laudanum ; 6 Ampoules of Omnopon ; 6 Tablets of Morphine Sulphate, $\frac{1}{4}$ gr. ; 1 Box of Jelonet B/ ; 120 Sulphathiazole Tablets.	Application granted.

DANGEROUS DRUGS (continued)

Date.	Name of Vessel.	Drugs required.	Action taken.
8/3/49.	S/S. "Stina-Dan"	4 × 10 Ampoules of Morphine Solution ; 200 Tinct. of Opium 10% ; 80 Solution of Morphine H.C.L.	Application granted.
8/3/49.	S/S. "Stina-Dan"	20 Morphine Tablets, $\frac{1}{4}$ gr. For inclusion in Lifeboat First Aid Kits.	Application granted.
18/3/49.	S/S. "Edith"	100 Phenobarbitone Tablets, gr. 1.	Application granted.
7/4/49.	M/V. "Hoegh-Rover"	4 Tins of 6 Ampoules of Omnopon for Lifeboat First Aid Kits ; 60 Tablets Sulphadiazine 0.5 gm. ; 20 Tablets Morphine Hyd., gr. $\frac{1}{4}$; $3\frac{1}{2}$ ozs. Tr. Opii ; 10 Tablets Atropin Sulphate 1 1/2 grs. ; 10 Tablets Cocaine Hyd., 0.8 gr. ; 1 oz. Drops (Cocaine Hyd. 20 grs., Chloral Hyd. and Camphor to 1 oz.)	Application granted. Application granted.
13/4/49.	M/V. "Hoegh-Rover"	30 Tablets Phenobarbitone, 2 gr. ; 500 Tablets Sulphathiazole, 0.5 gm. ; 4 Tubes Sulphathiazole Ointment (for Lifeboat First Aid Kits.)	Application granted.
29/4/49.	S/S. "Andulo"	2 ozs. Laudanum ; 2 × 60's Sulphathiazole Tablets ; 1 oz. Cocaine Eye Drops ; 1 Box Jelonet B. ; 1 Tin of 6 Ampoules of Omnopon ; 6 Morphia Tablets.	Application granted.
21/6/49.	S/S. "Dagfred"	4 Tins (each containing 6 Ampoules of Omnopon), M.O.T. Pack. To be included in Lifeboat First Aid Kits.	Application granted.
8/7/49.	S/S. "Elizebeth Nielsen"	20 Morphine Hydrochlor. Tablets, $\frac{1}{4}$ gr. To be included in the Lifeboat First Aid Kits.	Application granted.
8/7/49.	S/S. "Alfa"	1 Tin, 6 Amps., Omnopon ; 6 Morphine Tablets, $\frac{1}{4}$ gr. ; 2 ozs. Tr. Opii. ; 9 × 60's Sulphathiazole Tablets ; 2 × 1 oz. Sulphanilamide Powder ; 1 oz. Cocaine Eye Drops ; $1\frac{1}{2}$ ozs. Chlorodyne. Lifeboat Equipment— 4 First Aid Kits for Lifeboats, each containing 6 Ampoules Omnopon.	Application granted.
8/7/49	"M/V. "Bjorn-Stange"	Medicine Chest— 30 Tabs., Phenobarbitone, 2 gr. ; 10 Tabs., Antropine Sulphate, $1\frac{1}{2}$ gr. ; 1,000 Sulphathiazole, 0.5 gm. ; 10 Tubes Sulphathiazole Ointment ; 20 Tabs., Novocaine ; 6 Tins 6 Amps., Omnopon ; 20 Tabs., Morphine Hydrochloride, $\frac{1}{4}$ gr. ; 10 Tabs., Cocaine Hydrochloride, 0.8 gr. ; 3 ozs. Tr. Opii. ; 20 Tabs., Mercuril Chloride, 8 gr. ; 1 oz. Tinct. Chlor. Hydr., etc., Camphor, Cocaine, Hydro, Chlor. Proportions—Camphor, 9.75 ; Hydro Chlor., 9.75 ; Cocaine, 0.50.	Application granted.
17/9/49.	S/S. "Oslo" ...	20 × $\frac{1}{4}$ gr. Morphia Hydrochloride Tablets (required for First Aid equipment in Lifeboats).	Application granted.
27/9/49.	S/S. "George" ..	2 ozs. Laudanum ; 6 Morphine Tablets, gr. $\frac{1}{4}$; 6 Morphine Ampoules, gr. $\frac{1}{4}$; 2 M.O.T. First Aid Kits for Lifeboats.	Application granted.

V. MEASURES AGAINST RODENTS.

638 Vessels have been searched for rats and/or their Deratination Certificates examined during the past year, compared with 713 for the corresponding period of 1948. Rat destruction was carried out on board of 20 vessels as against 26 vessels in 1948, resulting in the destruction of 450 rats and 72 mice, compared with 265 rats for the preceding year.

1,130 rats were destroyed, principally by trapping, at warehouses and wharves on the river and docks, compared with 859 for 1948, making a total of 1,580 for 1949 as compared with 1,125 for the previous year.

The destruction of 88 mice on shore premises is also recorded, and 72 mice on board of Vessels.

In addition, 2,435 poison baits, compared with 2,419 for the preceding year, were laid at various points where trapping was considered futile, the result of which cannot be properly estimated.

Nine rats and four mice have been submitted for bacteriological examination during the past year.

The total number of visits paid to vessels was 1,703, and to shore premises, 904, during 1949, for the purpose of rat destruction, as compared with 1,613 visits to vessels and 1,045 visits to shore premises during 1948.

(1). Steps taken for the detection of Rodent Plague.

(a). In ships in the port. On all vessels, whether in possession of a valid certificate or not, enquiries are made as to the prevalence and mortality of rats on board, and systematic inspection is carried out by the Authority's Rat Catcher on all vessels arriving directly or otherwise from infected ports ; also on vessels engaged in carrying grain and general cargo. If there is the slightest evidence of rats on board, traps are set or poison baits laid.

Specimen rats recovered from these vessels are submitted for bacteriological examination. In addition, there is an understanding with the stevedores to report any dead rats found during discharge of cargo.

(b). Similar measures are adopted when dealing with quays, wharves, warehouses, etc., in the vicinity of the port.

(2). Measures taken to prevent the passage of rats between Ships and Shore.

All vessels from infected or suspected ports and all vessels carrying grain cargoes are required to place efficient rat guards on all mooring ropes. Where the supply of rat guards is insufficient, the mooring ropes are to be covered daily with fresh tar for a distance of three feet from the edge of the quay outwards.

Gangways used for the purpose of discharging cargo to be withdrawn when the vessel is not working.

(3). Methods of Deratination.

(a). Ships.

1. Fumigation by Sulphur Dioxide gas, which is generated by burning sulphur, 3 lbs. of sulphur to each 1,000 cubic feet of space, minimum time of exposure, 8 hours.

2. Hydrogen Cyanide, which is generated by the vaporisation of liquid Hydrogen Cyanide ; 2 ozs. per 1,000 cubic feet for cargo spaces and storerooms ; 1 oz. per 1,000 cubic feet for living quarters and other places not used for stores or cargo. Minimum time of exposure, 2 hours.

3. Trapping and laying of poison baits.

(b). Premises in the vicinity of Docks or Quays.

Trapping and the laying of poison baits are the only methods used.

(4). Measures taken for the detection of rat prevalence in Ships and on Shore.

Enquiries are made on all vessels from members of the crew, stevedores and workmen, and where necessary, a systematic search for excreta, nests, gnawings, runs, or damage to cargo or stores is made by the Authority's Rat Catcher under the supervision of an Inspector.

Vessels discharging cargoes are visited daily for the purpose of ascertaining whether there are any dead rats, or if it is necessary to set traps. All premises in the port area are frequently and systematically searched for evidence of rat infestation by the Authority's Rat Catcher, and where rat infestation exists, trapping and poisoning is carried out. Large areas in the docks which were closed during the war years are again used for the storage of timber ; these areas are subject to a systematic inspection for rat prevalence, and, where necessary, poison baits are laid.

(5). Rat-proofing.

(a). To what extent are Docks, Wharves, Warehouses, etc., rat-proof ?

The rat-proofing of docks and wharves still presents a difficult problem, the old wooden wharves and quays still offer considerable harbourage to rats. With regard to the stacking of timber and pit-props, the importers have been asked to raise the bases of the stacks, but this has been done only in a few instances.

The number of poison baits laid by the Authority's Rat Catcher at the timber yards totalled 445, of these 306 were definitely taken. The number of dead rats recovered from these premises as the result of trapping and poisoning, etc., totalled 98.

(b). Action taken to extend rat-proofing.

1. In ships. When vessels are examined for the purpose of issuing Deratification and Deratification Exemption Certificates, any harbourages, runs, gnawings, defective bulkheads giving access to stores, etc., are brought to the notice of the Master or Owner and practical suggestions made for remedying same.

The infestation of the "Collier" type of vessel with rats, during 1949, has again shown a decrease. Fumigation was carried out on board of two of these vessels, and trapping and poisoning aboard of four, resulting in the destruction of 20 rats.

2. On shore. A good look-out is kept on all wharves and warehouses for defects and accumulations likely to cause harbourage for rats, and when found, the matter is taken up with the owner or tenant, and instructions given to remedy the defects and remove accumulations.

Rat-proofing at the principal warehouses on the docks and river has been maintained in a satisfactory condition.

Rats Destroyed during 1949.

TABLE F

(1). On Vessels.

TABLE F.
(2). In Docks, Quays, Wharves and Warehouses.

Number of Rats	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Total for year
Black....	—	—	3	2	3	4	2	—	8	5	4	5	36
Brown	134	82	55	76	72	96	89	72	103	91	120	104	1,094
Mice	—	—	—	3	6	8	3	9	25	10	9	15	88
Species not recorded	—	—	—	—	—	—	—	—	—	—	—	—	—
Examined	—	—	—	—	—	—	—	—	—	—	—	—	—
Infected with Plague	—	—	—	—	—	—	—	—	—	—	—	—	—

TABLE G.

Measures of Rat Destruction on Plague "infected" or "suspected" Vessels or Vessel from plague-infected Ports arriving in the Port during the year.

Total Number of such Vessels arriving	Number of such Vessels fumigated by SO ₂	Number of Rats killed	Number of such Vessels fumigated by H.C.N.	Number of Rats killed	Number of such Vessels on which trapping, poisoning, etc., were carried out	Number of Rats killed	Number of such Vessels on which measures of Rat destruction were not carried out
1	2	3	4	5	6	7	8
5	Nil	Nil	3	102	1	31	1

TABLE H.*

Deratation Certificates and Deratation "Exemption" Certificates issued during the year 1949.

Net Tonnage	No. of Ships	No. of Deratation Certificates Issued					No. of Deratation "Exemption" Certificates Issued	Total Certificates Issued		
		After fumigation with			After trapping, poisoning, etc.	Total				
		H.C.N.	Sulphur	H.C.N. and Sulphur						
1	2	3	4	5	6	7	8	9		
Ships up to 300 tons	18	Nil	Nil	Nil	Nil	Nil	18	18		
" from 301 to 1,000 tons	12	Nil	1	Nil	Nil	1	11	12		
" " 1,001 to 3,000 tons	40	4	1	Nil	Nil	5	35	40		
" " 3,001 to 10,000 tons	37	12	Nil	Nil	Nil	12	25	37		
" over 10,000 tons	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil		
TOTALS	107	16	2	Nil	Nil	18	89	107		

*Applicable only to those ports approved by the Ministry of Health for the issue of Deratation Certificates and Deratation "Exemption" Certificates in accordance with the provisions of Article 28 of the International Sanitary Convention, 1926 (Form Port II). These figures include one Deratation "Exemption" Certificate issued with respect to a vessel lying at the Port of Seaham Harbour.

INSPECTOR'S MONTHLY REPORT.

Date of Report 1949	Description of Ships			Nationality		Trade Engaged in		Total Ships Exmd.	Sanitary Condition		Written Notice Served	Verbal Notices	Total Written & Verbal Notices
	Steam	Motor	Sail	British	Foreign	Coast	Foreign		Good	Bad			
21st Jan.....	80	17	Nil	87 2F)	10	75 2F)	22	97	91	6	1	5	6
19th Feb.	113	27	Nil	122 1F)	16	117 1F)	21	140	134	6	Nil	6	6
25th March	117	54	Nil	131 5F)	39	129 5F)	41	171	159	12	1	11	12
22nd April	72	30	Nil	79 34F)	18	74 10F)	23	102	97	5	1	4	5
20th May	133	49	Nil	114 65F)	24	110 3F)	28	182	180	2	Nil	2	2
24th June	213	72	Nil	182 61F)	35	175 2F)	42	285	275	10	Nil	10	10
22nd July	175	56	Nil	135 99F)	33	130 5F)	38	231	220	11	Nil	11	11
26th Aug.	241	58	1	160 32F)	36	146 32F)	50	300	291	9	1	8	9
23rd Sept.	136	45	Nil	115 32F)	34	106 1F)	43	181	172	9	Nil	9	9
21st Oct.	152	55	Nil	140 Nil	34	125 Nil	49	207	196	11	Nil	11	11
25th Nov.	150	50	Nil	150	50	135	65	200	193	7	1	6	7
16th Dec.	90	29	Nil	98	21	80	39	119	111	8	Nil	8	8
31st Dec.	50	12	Nil	53	9	45	17	62	55	7	Nil	7	7
Totals in 1949	1,722	554	1	326F) 1,566	26F) 359	327F) 1,447	25F) 478	2,277	2,174	103	5	98	103
Totals in 1948	1,599	453	Nil	1,724	328	1,589	463	2,052	1,946	106	6	100	106

F. Denotes Fishing Vessels.

VI. HYGIENE OF CREW'S SPACES.

TABLE J.
Classification of Nuisances.

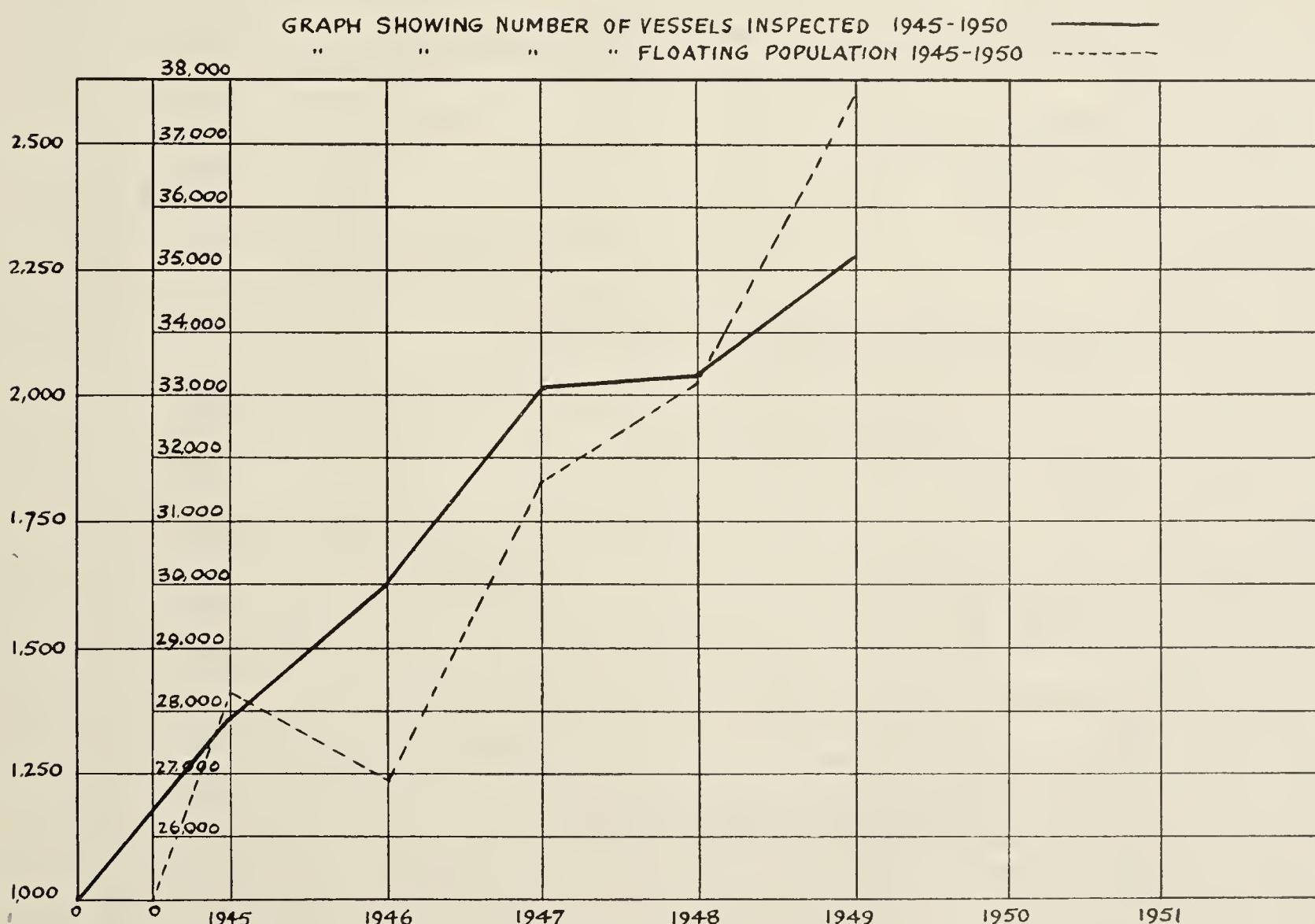
Nationality of Vessel	Number inspected during 1949	Defects of original construction	Structural defects through wear and tear	Dirt, vermin and other conditions prejudicial to health
BRITISH	1,892	20	127	182
OTHER NATIONS	385	Nil	5	19

The above table is a classification of the nuisances and defects found to exist on board the 2,277 vessels inspected during the past year.

Of this number, 103 or 4·52% were found to have one or more nuisances or sanitary defects, composed for the most part of dirty or verminous quarters, foul W.C.'s, bilges, peak and ballast tanks, defective port lights, defective stoves and fittings, leaky decks, defective W.C.'s, doors, etc.

The percentage of British and Foreign owned vessels regarded as insanitary was as follows:—British, 4·54%; Foreign owned, 4·4%.

With the exception of 10 vessels which left the port before the necessary work was completed or only partially completed, and 7 undergoing refit, all the nuisances and defects were remedied. On the 2,277 vessels inspected, there were 37,722 men living, being an average of 16·5 men per vessel.



Smoke Nuisances.

The attention of the Master and Engineers of a vessel lying at the Corporation Quay was drawn to a prolonged emission of dense smoke. These representations met with a very courteous response, and an immediate abatement of the nuisance.

Upon instructions issued by the Port Medical Officer of Health, a firm of Shipbreakers and Scrap Merchants, South Dock, Sunderland, were warned against the practice of burning the residue of fuel oil remaining in hulk being broken up at Polka Hole, South Dock. Complaints from residents in the town about the resulting amount of soot and foul smell had been received, and upon their attention being drawn to this fact, the shipbreakers promised that the destruction by burning of this oil would take place only when the wind was favourable, blowing directly out to sea.

Nuisances and Defects dealt with.

Nature of Nuisances or Defects	No. of Vessels concerned
Accommodation, additional	1
Accommodation, to cleanse and paint	41
Accommodation, to re-construct	5
Accommodation, verminous	19
Accumulation of refuse on deck	20
After Peak Tank, to cleanse	1
After Peak Tank, occasionally used for Fresh Water, reported leaking	1
Ashes, to be removed from crew's quarters	1
Bakery, verminous	1
Ballast Tanks, to cleanse	8
Bathroom, Cement Flashing, to renew	1
Bathroom, Grating, to provide	1
Bathroom, to paint, or cleanse	6
Bathroom, Waste Pipe choked	1
Bedding dirty	16
Bilges, to cleanse	14
Bins in Provision Room, to provide	1
Black-out Paint, to remove from portlights, skylights, or Deck prisms	3
Bogies and funnels, to renew or repair	1
Bonded Locker, verminous	1
Bunks, Curtains, to cleanse or provide	1
Bunks, Lee boards, to remove, substitute Hard Wood	1
Bunks, Rails, to repair or renew	1
Bunks, Springs, to renew	1
Bunks, to cleanse	2
Bunks, Uprights, to repair or renew	1
Central Heating stoves, to repair or renew	1
Clothes Lockers, to cleanse	9
Condensation, in accommodation	1
Cooler, to cleanse	2
Deckhead, of accommodation, to renew or repair	4
Deckhead, to caulk	3
Deck, of accommodation, to renew or repair	5
Deck prisms, to repair or renew	1
Doors to accommodation, to repair, or locks to provide, or repair	7
Drainage Board, Stainless Steel, to provide	2
Drawers, additional, to provide	1
Drawers, to cleanse	6
Floor Covering, to provide	1
Flour Storeroom, verminous	3
Food Lockers, to cleanse or repair	14
Food Lockers, to remove wooden type and replace with metal type	1
Foul Water in Bathroom	8
Foul Water, on Deck, in accommodation	4
Foul Water, on Deck, in Washrooms	3
Foul Water, in Forepeaks, to remove	3
Fresh Water Pump, to renew or repair	2
Fresh Water Supply, to crew's bathroom, to provide	1
Fresh Water Supply, to provide to Officers' washbasins	1
Fresh Water Supply Pipe, choked, to repair or renew	2
Fresh Water Tanks, additional, to provide	1
Fresh Water Tanks, to cleanse	32

Nature of Nuisances or Defects	No. of Vessels concerned
Fresh Water Tanks, provide cap to sounding pipe	1
Fresh Water Tanks, to renew	1
Fresh Water Tanks, to repair	1
Galley, to cleanse or re-paint	6
Galley, deck, to repair or renew	2
Galley Slop Sink, to provide (Stainless Steel)	2
Galley Stoves, to renew or repair	10
Galley, verminous	15
Geyser, in crew's accommodation, to repair	1
Geyser, in Galley, to repair or renew	1
Geyser, in Pantry, to renew	1
Geyser, to provide in crew's messrooms	1
Hawse Pipe, to repair or renew	3
Heating, insufficient, or lack of	3
Hospital, washbasin, to provide	1
Insulation, on deckhead and shell plating, to renew	2
Leakage of water and oil from steering flat into crew's accommodation	1
Manhole cover, portable cover to fix in crew's bathroom	1
Meat Safe, to repair or cleanse	1
Messrooms, to cleanse	34
Messrooms, verminous	18
Mirrors, to provide and fix in bathrooms	1
Pantry door, to repair	1
Pantry, to cleanse	1
Pantry, verminous	7
Pantry, Waste Pipe, choked, to clear	2
Portlights, additional, to provide	1
Portlights, repair, re-rubber, or renew glass	22
Portlights, screws, to free	3
Potato Locker, to provide	1
Prophylactic Measures (Anti-Malarial)	2
Provision Storeroom, condensation	2
Provision Storeroom, door, to repair	1
Provision Storeroom, to cleanse or re-paint	5
Provision Storeroom, to re-construct	1
Provision Storeroom, verminous	9
Refrigerator, to cleanse	8
Refrigerator, to repair	2
Sanitary Tank, additional, to provide	2
Sanitary Tank, to cleanse	7
Sanitary Tank, to repair or renew	4
Scuppers, to repair, renew or cleanse	8
Seats, to provide, or repair, in accommodation	1
Shell Plating, to renew or repair, in accommodation	6
Showers, in bathroom, to repair	1
Skylights, in messroom, to repair	2
Slop Sink, to provide, in Galley (Stainless Steel)	3
Slop Sink, renew in Pantry (Stainless Steel)	1
Slop Sink, waste pipe, to renew, or repair	2
Smoke, Emission of, dense	1
Smoke, Nuisance, from burning oil in hulk	1
Soil Pipe, discharging from vessel on to Quay	5
Spring Taps, in washrooms, to repair or renew	1

Nature of Nuisances or Defects	No. of Vessels concerned
Spurling Pipes, to repair or renew	2
Stairway, to repair or renew, in accommodation	1
Steam Heaters, to provide, in accommodation	1
Steam Heaters, to repair, or renew	5
Steam Pipes, in accommodation, leaking	1
Steam Press, leaking valve, to repair	2
Stove in Saloon, to repair	3
Tank Top, leaking in accommodation	2
Tank Wells, to cleanse	1
Tunnel Escape, provide and fix handle	1
Ventilation, in Provision Storeroom, to overhaul	1
Ventilation System, (Mechanical) to overhaul	1
Ventilation, to accommodation, insufficient	1
Ventilators, to accommodation, to repair or renew	8
Washbasins, additional, to provide	2
Washbasins, to renew, cleanse or repair	1
Washbasin Waste Pipes, to repair or renew	1
Washroom Skylight, to renew or repair	2
Washrooms, to cleanse or re-paint	32
Washroom Waste Pipes, to clear	1
Waste Pipes, leaking into accommodation, to repair or renew	2
Waste Pipes, to provide, to existing washbasins	6
W.C.'s, accumulation of foul water	1
W.C. Basin, to renew	4
W.C.'s choked	2
W.C. Cistern, to repair, or renew	1
W.C.'s. Choked, to clear	2
W.C.'s., to Cleanse, or repaint	2
W.C. Doors, to repair, or new	1
W.C. Flush Pipes, to repair, or renew	3
W.C. Hopper Type, to remove and provide pedestal Wash Down Basins	1
W.C. Seats, to repair, or renew	8
W.C. Soil Pipe, choked, to clear, or repair	4
W.C. Skylight, to repair, or renew	1
W.C. Step, to repair, or renew	1
W.C. Valves, to repair, or renew	3
W.C. Water Supply, insufficient	2

The number of vessels constructed in the port during the year has been maintained at a high level, and it is pleasing to record that the majority of these ships are of a high-class shelter deck type of cargo vessel with a carrying capacity of 3,000 to 10,000 tons. The crew's quarters are situated in the after end of the shelter deck and are divided into two and in a small number of cases, three-berth cabins which are fitted with metal bedsteads (the uprights of same being sealed at each end, which makes them vermin-proof), and wardrobes for clean clothing. Other provisions are separate messrooms fitted with adequate food lockers, washrooms containing showers and lavatory basins with efficient drainage, and in most cases, a hot and cold water service, lockers for dirty clothing are constructed in the alleyways. Earthenware W.C. basins with anti-V.D. seats and ample flushing arrangements are provided in steel houses on deck which are adequately lighted and ventilated.

The majority of these vessels were provided with central heating for both officers and men, and in many instances drying rooms were provided for the use of the crew.

In the smaller type of new vessel, principally engaged in the home trade, it is gratifying to note a considerable improvement.

Considering the amount of available space on this class of ship, it has still been possible to provide separate messrooms, washrooms, improved sanitary accommodation and living quarters which are so constructed as to keep down infestation.

Sanitary Accommodation at the Port

The amount of sanitary accommodation available at the port is sufficient for present-day needs, but, it must be confessed, some of this accommodation is old, and judged by modern standards far from being satisfactory. The Dock Labour Corporation held an enquiry on the 16/11/48, with reference to amenities provided for dock workers in the port, and the question of sanitary accommodation was reviewed by representatives of the Employers, the River Wear Commissioners, Stevedores, Dock Workers, and a representative of this Authority who was also invited to be present.

It was stated at this meeting that some of the urinals and water closets in use were insanitary in that their construction did not allow for adequate flushing and cleansing.

Two of the urinals referred to are fitted with stone slabs which are limewashed periodically.

The stone has a fair amount of scale present, and the urine lodges in all of these crevices, with the result that during warm weather the smell of stale urine is obnoxious.

Some of the water closets in use are of the old trough type, and owing to insufficient flushing the same type of nuisance is present.

The facilities provided in the more modern conveniences have been subject to vandalism; the culprits have been difficult to trace, and to end such vandalism it seems that only concerted action by all persons using these conveniences will have any effect.

That there is room for considerable improvement in the sanitary accommodation provided at the port is acknowledged, and I am pleased to observe that this matter is now discussed by both employers and employees, who are willing to negotiate and make suggestions suitable to all concerned for the provision and maintenance of adequate sanitary accommodation.

It is hoped that these suggestions will result in the speedy disappearance of the accommodation complained of, and the early provision of conveniences which we associate with 'modern environmental hygiene.'

VII. FOOD INSPECTION.

The Public Health (Imported Foods) Regulations, 1937, and
The Public Health (Imported Milk) Regulations, 1926,
The Public Health (Preservatives, etc., in Food) Regulations, 1925, to 1940.

In accordance with the powers contained in these Regulations relating to the inspection of foods arriving from foreign and home ports, the provisions have been carried out in so far as they concern the Public Health (Imported Food) Regulations, 1937. With regard to the Public Health (Imported Milk) Regulations, 1926, and the Public Health (Preservatives, etc., in Food) Regulations, 1925, to 1940, it has not been found necessary to take any action. Samples are regularly taken by the Examining Officer of Customs in compliance with the above-named Regulations.

38 vessels have arrived at the port which were visited for the purpose of inspecting consignments of foodstuffs :—

3/2/49. M/Sch. "Alar", from Rotterdam, $3 \times \frac{1}{2}$ cwt. bags and 17 lbs. of loose Onions were detained at the Corporation Quay Warehouse for sorting, having been fouled by fuel oil.

2 qtrs. 12 lbs. of these onions were found to be unsound, unwholesome and unfit for human consumption, they were therefore seized and destruction carried out by the Cleansing Department, County Borough of Sunderland.

23/3/49. S/S. "Carbonia," from Messina-Sousse, 1,157 cases of Dates, produce of Tunisia.

Stevedore informed Port Health Authority, 1/3/49, that 32 cases of dates which were damp had been rejected by a firm of Fruit Merchants, Newcastle-upon-Tyne.

Stevedore had been informed by officers of this Authority that any cases showing any signs of deterioration were to be placed to one side and the Port Health Authority notified ; they failed to carry out these instructions.

The consignees in Birmingham rejected the whole of the consignment and returned all of the cases which had been issued to firms in Newcastle and Leeds, with the exception of a number of cases which had been destroyed upon instructions issued by the Health Department, Newcastle-upon-Tyne.

Samples were taken and forwarded to the Public Analyst and the Public Health Laboratory, Newcastle-upon-Tyne.

A detailed account of such samples and the findings of the Public Analyst and Bacteriologist is given as under :—

Nature of Sample.

Date : 25/2/49.

Sample No. 1/49. 1 box Tunisian Dates.

Mark : Produce of Tunisia, "Hermes Gold Label," and "Sunshine," Ex. S/S. "Carbonia," loaded at Sousse, North Africa.

Nature of Sample.

Date : 25/2/49.

Sample No. 2/49. 1 box Tunisian Dates.

Mark : "Hermes Gold Label."

Nature of Sample.

Date : 2/3/49.

Sample No. 3/49. 6 boxes Tunisian Dates.

Mark : 2 boxes of "Hermes Gold Label" and 4 boxes of "Hermes Sunshine" Brand.

Nature of Sample.

Date : 2/3/49.

Sample No. 4/49. 6 boxes Tunisian Dates.

Mark : "Hermes Gold Label." (3 packets).

Mark : "Hermes Sunshine Brand" Tunisian Dates (3 packets).

Analyst's Report.

I am of opinion that the same is a sample of genuine dates. These samples are free from metallic contamination, arsenic and sulphur dioxide.

Bacteriologist's Report.

No Pathogenic organisms isolated.

Analyst's Report.

I am of opinion that the same show signs of mould growth and/or fermentation and are therefore unfit for human consumption, excepting one box of dates marked "Hermes Gold Label," which is in good condition.

Bacteriologist's Report.

Packet No. 1.

B. Coli present in 5 grams but not in less.
B. Welchii present in 5 grams but not in less.

Packet No. 2

B. Coli present in 1/10 gram but not in less.
B. Welchii present in 1/10 gram but not in less.

Packet No. 3

B. Coli present in 1 gram but not in less.
B. Welchii present in 1 gram but not in less.

Packet No. 1

B. Coli present in 1/10 gram but not in less.
B. Welchii present in 1 gram.

Packet No. 2

B. Coli present in 1/10 gram but not in less.
B. Welchii present in 1 gram.

Packet No. 3

This was actually the wet package.
B. Coli present in 5 grams but not in less.
B. Welchii present in 1 gram but not in less.

Samples of dates purchased at random for comparison purposes showed the presence of B. Coli in 1 gram but not in less.

From the Bacteriological standpoint there is little difference between the standard of cleanliness of the dates.

9/3/49. Arrangements were made for the officers of the Port Health Authority to examine all cases of dates.

127 cases were found to be unsound, unwholesome and unfit for human consumption, they were therefore surrendered by Agents and totally destroyed by incineration at the Public Incinerator, County Borough of Sunderland.

The remaining 956 cases were sold to a local firm of Confectionery Manufacturers, who signed a guarantee that the dates would be subject to heat treatment before being sold to the general public.

Food Inspection.

13/8/49. M/V. "Taurus," from Middleharnis, 172 tons Onions in bags.

185 $\times \frac{1}{2}$ cwt. bags of onions deposited at Home Line Wharf, were inspected on 30/9/49 by Port Medical Officer of Health and Chief Port Health Inspector.

Part of consignment was found to be unsound, unwholesome and unfit for human consumption. A Detention Notice was served and instructions issued for sorting.

Sorting was completed on 20/10/49, when the owner surrendered 119 $\times \frac{1}{2}$ cwt. bags onions which were found to be unsound, unwholesome and unfit for human consumption. They were, therefore, destroyed by incineration at the Public Incinerator, County Borough of Sunderland.

11/10/49. M/V. "Princesse Maria Pia," from Port Said-Naples-Sousse-Bona, 833 cases of Tinned Tomato Extract, Produce of Algeria.

18/10/49. Samples of the above Tomato Extract were submitted to the Public Analyst and Public Health Laboratory, Newcastle-upon-Tyne, for Analysis and Examination.

Upon receipt of adverse report from Bacteriologist it was decided to detain the remainder of the cargo.

Further samples were submitted and reported upon as follows :—

Nature of Sample	Analyst's Report
Date : 18/10/49.	
Sample No. 8/49. 1 \times 10 lb. tin Tomato Extract.	I am of opinion that the same is a sample of genuine Extract of Tomato.
Tin Mark : "El-Baraka," Marque Deposee, Algeria.	Copper : 5 parts per million. Lead : None. Tin : 1.1 grain per lb. Arsenic : None. Prohibited Dyes : None. Sulphur Dioxide : None.
	This tin of Extract of Tomato was only slightly "blown," nevertheless, it is unsuitable for human consumption in its present state. Adequate cooking to destroy organisms present should render the sample suitable for use. The amount of tin present does not exceed the 2 parts per lb., which amount is considered to be dangerous to health.

Nature of Sample.

Date : 18/10/49.

Sample No. 9/49. 1 × 10 lb. tin Tomato Extract.
Tin Mark : "El-Baraka," Marque Deposee, Algeria.

Nature of Sample.

Date : 22/10/49.

Sample No. 10/49. 1 × 10 lb. tin Tomato Extract.
Tin Mark : "El-Baraka," Marque Deposee, Algeria.

Bacteriologist's Report.

The contents of the tin were found to be contaminated with mixed anaerobic gram positive bacilli, some spore-bearing, some non-spore bearing. No opinion can be expressed as to the pathogenicity of these organisms, but the tinned Tomatoes in their present condition must be regarded as unfit for human consumption.

Bacteriologist's Report.

There was no sign of the presence of gas in the tin, and the tomato pulp showed no obvious spoilage. Direct films made from the contents showed gram positive bacilli.

Aerobic culture gave a growth of *B. subtilis*. Anaerobic culture gave a growth of mixed gram positive bacilli, some of which were spore-bearers.

No opinion can be expressed as to the pathogenicity of these anaerobic organisms, but the contents of tins similar to this one ought to be subjected to sterilization by heat treatment in order to render them safe for human consumption.

26/10/49. The Agent wrote the Clerk, Sunderland Port Health Authority, protesting against "the unnecessary detention of the goods."

The Clerk in reply stated that "The Port Medical Officer of Health and his staff have dealt with these foodstuffs in accordance with the appropriate Regulations and in the shortest time, and therefore cannot see that any liability whatsoever attaches to the Corporation."

Arrangements were made for officers of this Authority to inspect the whole of the consignment. 399 tins of Tomato Extract were found to be unsound, unwholesome and unfit for human consumption.

Surrender Notice was received from the owners and the above tins, together with a further 12 tins which had been found to be unsound, unwholesome and unfit for human consumption, were destroyed by Controlled Tipping, under the supervision of the Cleansing Department, County Borough of Sunderland.

The Port Medical Officer of Health informed the Agents in writing that "the contents of the apparently sound tins should be subject to sterilization by heat treatment in order to render them safe for human consumption."

The Chemical Report from the Public Analyst states that the apparently sound tin examined contained : 1.18 grains of tin per lb., and five parts per million of copper.

The fact that the sample contains tin and copper should be noted.

The Salvaged Goods Order, 1948, which came into force on the 1st October, has resulted in the following procedure being adopted ; ship provisions are inspected by the Ministry of Transport (Inspector of Ship Provisions) and those rejected are notified to this Authority, when Officers inspect the rejected provisions and decide which, apart from those dealt with under the Order by the Commodity Officers, are to be totally destroyed or utilized for animal feeding purposes.

Provisions to be totally destroyed are dealt with at the Public Incinerator, while those to be utilized for animal feeding purposes are placed under the control of the Cleansing Superintendent of the County Borough, who is responsible for their removal from the vessel and ultimate use in the Corporation Pig Feeding Scheme.

I am pleased to report that this procedure is working extremely well, and that it has afforded the opportunity for keeping a careful check upon the rejected ship provisions being landed in the port. The amount of such provisions dealt with during the year was approximately 7 tons 10 cwt. 1 qr. 12 lbs.

Additional samples of foodstuffs submitted for analysis to the Public Analyst for the County Borough of Sunderland were as follows :—

Results of such analysis are given in the following table :—

Nature of Sample.	Analyst's Report.
24/8/49. Sample Nos. : 5/49, 6/49 and 7/49. 1 tin of Whalemeat Roll.	I am of opinion that the same are samples of genuine Whalemeat Roll, Angelique Glace, and Sultanas.
1 sample of Angelique Glace (approximately 8 oz.)	These samples are free from preservatives and metallic contamination.
1 sample of Sultanas (approximately 8 oz.)	The Whalemeat Meat Roll gave a negative rancidity test.
26/11/49. Sample No. : 11/49. 1 tin Processed Peas, Produce of Holland. Mark : L. A. Lucas, Lucas Aardenburg, N.V. Hoogeveen, Holland.	I am of opinion that the same is a sample of genuine processed peas. This sample of processed peas is perfectly fit for human consumption. It is free from preservative, metallic contamination and prohibited dyes. The interior of the tin is lacquered, and it is in excellent condition.

351 landings of fish were made at the Fish Quay during 1949.

19 of these landings were made by foreign owned vessels.

The total amount of fish landed was approximately 105,958 stones.

The Public Health (Shell Fish) Regulations, 1934.

The Regulations refer to the gathering and selling for human consumption of shell fish which may be infected.

There are no layings, private or public, within the jurisdiction of this Authority. Indiscriminate gathering of shell fish from quay walls, piers and rocks still continues, presumably for the purpose of bait. There is no control over the gatherers, and possibly some of the shell fish is consumed. When it is realised that the river contains the effluent of crude untreated sewerage, it must be obvious that such shell fish is polluted and dangerous for human consumption.

